



The Hongkong Telegraph

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Often you hear men say that if they cared to invest a little money in this or that, they could get thousands of more miles out of their cars. But they don't bother. They trade in on a new car. And we make the cars which they should have a mile. And the cars are good for thousands of more miles just as they are.
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OUR FOREIGN POLICY OUTLINED.

MARQUESS CURZON'S SPEECH TO EMPIRE DELEGATES

(Reuter's Service.)

London, October 5.
Marquess Curzon occupied a three hour sitting of the Imperial Conference this morning in reviewing the foreign situation all over the world. The greater part of his speech is necessarily confidential as it supplemented a written communication on the past two years by giving the delegates orally the inner history of that period, explaining the springs of British policy since 1921. It was decided that certain parts of his speech relating to matters of urgent importance be published verbally later in the day. It was pointed out that this is a departure from the procedure at all previous conferences.

Mr. Baldwin communicated a message from His Majesty thanking the Empire Premiers for the generous terms of their address on the occasion of the opening of the Conference, and trusting their deliberations will lead to a solution of the many grave problems, the settlement of which is so necessary for the commonwealth of British nations.

Marquess Curzon in his speech said we welcomed our Allies' victory in the Ruhr, if victory it was, but he pointed out that, as the British Government had anticipated, this had produced the beginnings of the internal disruption of Germany, a disruption which was not merely an ominous political symptom but had a portentous economic significance, as it meant the ultimate disappearance of the debtor himself. He added that Britain awaited and expected the next proposal from France. Britain was quite ready to receive and discuss in a friendly spirit any measures France now proposed to take. He laid stress on the British right to be consulted. Germany's difficulties remain.

He expressed the opinion that the German surrender should have been made three months ago, but suspected that no German Government could at that time have survived the surrender. It was at present uncertain whether Herr Stresemann, who had the courage and wisdom to take this step, would survive. Were we, however, any nearer a settlement? Would reparations begin to flow in? Lord Curzon intimated that the Government thought the time for a discussion between the allies had come, and said he had not concealed the British view in his conversations with the French Ambassador, and it had the approval of Mr. Baldwin, who recently did so much by his visit to Paris to re-create a friendly atmosphere after a rather heated discharge of rival guns. The German Government were, as far as he could gather, sincere in their intentions, and had taken the steps required, though it might be too much to expect that the abandonment of resistance would be followed instantly by enthusiastic co-operation.

Our position at Cologne gives us the right to be consulted in any local arrangements that may be proposed, and in that position we have no intention to abandon our reparation claim, willing as we have been to pare it down in the interests of a settlement. This renders it impossible that any such settlement could be reached without our co-operation. Our stake in the economic recovery of Europe, which in some respects affects us more than Germany's immediate neighbour, makes us long for an issue. We have already shown our willingness by the unexampled concessions we will contribute thereto.

Earlier in his speech Marquess Curzon said no sane person had expected Germany would be able fully to pay the 6,500 millions demanded by the Reparations Commission. He described Mr. Bonar Law's proposal to totally cancel the Franco-Italian war debts to Britain, if his proposals had been accepted, as startling, though they did not recognise the generosity. He said it cannot be denied that the sanguine expectations with which the Ruhr occupation had been begun had been largely falsified by results. The Government had more than once indicated willingness to discuss security with the French Government, if security be in their mind. He declared that after the last French and Belgian replies, our capacity for useful intervention was manifestly exhausted.

In the only other part of his speech published, Lord Curzon vigorously defended British policy in the Near East. He said the Lausanne Treaty was not such as might have been signed had the Powers maintained a united front on all points, but it was the best obtainable in the circumstances. He sketched his efforts to end the ill-judged and ill-fated Turco-Greek hostilities and said the task was not rendered easier by the Franklin Bouillon agreement which encouraged Turkish pretensions. Britain alone saved the situation in the crisis after the Turkish victory over Greece, and prevented an invasion of Europe. He claimed the solution regarding the Straits as eminently favourable to British Imperial interests and thought the final restoration of peace in the Near East, the freedom of the Straits, the liberation of the entire block of Arab countries, the enhanced prestige of Britain in Turkey, together with appeasement in all Moslem countries, sufficiently justified the British labours at Lausanne. A very heavy task awaited Turkey. He expressed the opinion that she would experience great disillusionments, many disappointments, and some fruits she claimed to be garnered would turn out Dead Sea apples in her mouth; but in making the great experiment she started with complete absence of resentment on our part and a sincere expression of our goodwill.

Economic Matters.

London, October 5.

The Imperial Economic Conference this afternoon continued its discussion of matters for facilitating Empire trade.

London, October 5.

Mr. Bruce and the Australian delegates have arrived in London.

London, October 5.

This week's work of the Imperial Economic Conference has been devoted to laying the foundations for the main discussions. All the Imperial delegates will be examining Marquess Curzon's speech during the week-end, and it is anticipated that Monday will be devoted to speeches in reply, when, it is an open secret, there will be not a little searching of heart. It is impossible, however, that the general public can follow the discussions, as the most important parts will not see the light of day. One of the features of the first week has been the notable battle behind the scenes in the interests of publicity. Some of the delegates, especially the Canadian ones, urged the fullest publicity, while the methods of secrecy found a doubtful champion in Mr. Baldwin. It is believed the fight was continued to the very eve of Lord Curzon's statement, but the open methods carried the day. There is still some fear expressed by the Dominion delegates that the publicity conceded may not accord with their hopes and desires, and probably more will be heard of the question.

GERMAN CABINET DIFFICULTIES.

Berlin, October 5.

The Democratic Party has passed a resolution stating it is unable to support the Government, it having no Parliamentary basis. As the majority of other parties have adopted the same view, it is believed Herr Stresemann will now try to form a Cabinet supported by the Parliamentary parties.

PEKING ELECTION.

TSAO KUN'S BIG MAJORITY.

DR. SUN COMES SECOND.

Peking, Oct. 5.

At the Electoral College for the Presidential election there were 590 members present. The voting resulted as follows:—

Tsao Kun	480
Sun Yat-sen	33
Tang Chi-yao	20
Tsao Chuan-hsuan	8
Tsao Chai-jui	7
Wu Pei-fu	5

Luk Wing-ding, Tan Yen-kai, Chang Tso-lin, Chang Shou-tseng, Wu Ching-lian, Wang Chia-hsiang and others lesser known all received one vote each. Twelve votes were invalid. The College waited till two o'clock before the arrivals from Tientsin. The voting lasted till 4.30 p.m., proceeding most smoothly. It was attended by the Paoing-fulcrums, representatives of the Legations, including Dr. Schurman, foreign correspondents; Dr. Wellington Koo and other Cabinet members. The streets were heavily guarded around Parliament.

It is understood that the Speaker must send delegates to give Tsao Kun his election certificate and request him to proceed to Peking. It is expected that he will arrive in a day or two.—Reuter

PITMAN'S SHORTHAND.

ITALIAN CONVENT SUCCESSES.

Results of Pitman's Shorthand Examinations, held on July last, are as follows:—

Miss Dolly Hanson—American certificate, shorthand speed 120 words a minute.
Miss Daisy Dunnell—100 words.
Misses Beatrice Gill and Margaret Kent—80 words.
Misses Iris Barnes, Conchita del Pan, Amy Stonham and Ettie Rosario—60 words.
Elementary Certificate Misses: Mira Gutierrez, Bertha Smith, Helviges Silva, Cassie Xavier, Nellie Gubbay, Anita King, Anita Silice, Marjorie Barnes, Lizzie Thomas and Lolita Rocha.

BRICKWORKS SITE.

ANOTHER SALE OF LAND.

At the District Office, Taipo, on the 17th instant, there will be sold by auction 18 lots of Crown land, aggregating about 7.70 acres, the upset price for which is \$1,057. The purchaser will be required within six months of the date of sale to spend not less than \$100,000 on the construction of brickworks on these and adjoining lots, capable of turning out not less than 7,500 bricks per day.

LADIES' GOLF CHAMPIONSHIP.

MARRIED WOMEN ELIMINATED.

New York, October 5.

On the Westchester Biltmore course, in the American ladies' golf championship semi-finals, Miss Cummins of Ontonwaga defeated Mrs. Vanierbeck of Philadelphia at the twentieth hole. Miss Atling of Atlanta, beat Mrs. Goss of New York, by two up. The holder, Miss Collett, of Rhode Island, was defeated by Mrs. Vanierbeck by two holes. The English representative, Miss Edith Leitch, was by beaten Miss Cummins by 6 and 4. Both these matches were in the third round.

MR. LLOYD GEORGE REACHES AMERICA.

New York, October 6.

Mr. Lloyd George arrived on the Mauretania. He was faced by a hush battery of reporters and photographers, and subjected to a rapid fire of questions. He declared the unhappiness resulting from the war was due to the ineffective operation of the Versailles Treaty. The League of Nations could not be considered a going concern without the participation of the United States.

(Other Telegrams on Page 4)

S. S. GRACCHUS IN A TYPHOON.

HAD TO PUT INTO FOOCHOW.

Much anxiety was felt at the beginning of the week for the safety of the B.I.S.N. Co's s.s. Gracchus, which left Hongkong on September 27th for Shanghai, and was not reported up to October 2nd. As the vessel was due at the Northern port on October 1st, and there was very rough weather on the coast, it was feared that she might have met with disaster, and masters of vessels in the vicinity were asked to keep a lookout for her. This notice was issued by the Hongkong Harbour Office on Wednesday.

News has come through to the local agency, however, that the vessel is safe, and all aboard are well. The Gracchus ran into a typhoon near Tang Yung Island, and received a very severe buffeting, so the captain decided to put back and make for Foochow, where the vessel arrived on the afternoon of October 2nd.

CHINA'S PRESIDENT.

TSAO KUN'S CAREER.

The newly-elected President of China, Marshal Tso Kun, attains that position after being for some time Inspector General of Chihli, Shantung and Honan Provinces. Prior to that he was General of the Third Army Division. President Tso graduated from the Peiyang Military Academy and was in active service during the Sino-Japanese War. He was appointed Tachun of Chihli in 1917, and in June of the following year was made Inspector General of Szechuan, Kwantung, Hunan and Kiangsi for operations against the South. When Chang Hsun and Mianhsi for operations against the South. When Chang Hsun re-established the Manchurian monarchy in July, 1917, General Tso Kun directed his forces against Chang's army in concert with ex-Marshal Tuan Chai-jui. In 1920, with Marshal Chang Tso-lin's Army, his forces succeeded in dissolving the Anfu Political Club.

LOCAL BOXING.

SUGGESTED MATCHES.

A correspondent writes us suggesting that in connection with the forthcoming season, a match might be arranged for the Light-weight championship of the Colony between A.P. Chadwick of H.M.S. Marazion, and Capt. Matty Smith, Light-weight Champion of the Australian Overseas Forces. Another suggested contest is a match between A.R. Duncan, of H.M.S. Marazion, Middle weight Champion of the Colony, and Iron Box, Middleweight Champion of Manila. Chadwick, we understand, is fighting Billy Pringle of Australia in Shanghai this month.

ENGINEER SENTENCED.

THEFT OF SHIP STORES.

David McKintosh, 35, second engineer of the Nemazea boat Sarvistan, was sentenced by Mr. J. R. Wood, at the Police Court this morning, to three months' hard labour for the theft of various ship stores, comprising 35 iron fire bars, 436 brass condenser taps, two condenser plates, one duplex steam pump, chain blocks and tackle, amounting in value to \$530. Defendant, pleading guilty, said he received only \$240 for the whole lot on disposal to a marine hawk.

BIRTHS AND DEATHS.

ORDINANCE TO BE AMENDED.

There will be introduced in the Legislative Council on October 11th, an Ordinance to amend the Births and Deaths Registration Ordinance, 1894. The object of this Bill is to simplify and amend the law relating to the registration of births and deaths. The Ordinance is undoubtedly obscure in parts, and the interpretation is difficult. There are also at the present time divergencies in actual practice from the authorised procedure and arrangements. It is further desirable that the Registrar of Births and Deaths should have power to appoint Deputies to carry out much of the routine work entailed. In addition, some portions of the Ordinance, taken from the Births and Deaths Registration Act, 1874, appear to have been included without being fully adapted to the circumstances of the Colony, and on the other hand, certain portions of the Act, which might well have been adopted have been omitted.

NEW TERRITORIES.

SANITARY CONTROL SCHEME.

An Ordinance to amend further the New Territories Regulation Ordinance, 1910, is to be introduced in the Legislative Council on October 11. The Objects and Reasons state that the development of the New Territories (other than New Kowloon), and particularly the growth of Tai Po Market, seems to call for power to initiate some simple system of sanitary control. For example, the keeping of pigs in unsuitable places has become a serious nuisance at Tai Po Market. Clause 2 of the bill accordingly inserts in section 6 of the principal Ordinance a subsection giving the Governor in Council the same power to make rules for the New Territories (other than New Kowloon) as the Sanitary Board has to make by-laws for the rest of the Colony. The same clause gives the Governor in Council power to set apart cemeteries in the New Territories (other than New Kowloon), and also power to prohibit the burial or depositing of human remains in or upon any specified places in the New Territories (other than New Kowloon). This latter power may be necessary in certain residential districts, e.g., in Cheung Chau. Section 46 of the principal Ordinance is impracticable as it stands at present, as the Land Officer may be at the opposite end of his district. Clauses 3 and 5 remove the provisions requiring his signature as a witness on the redemption receipt.

500 STAMPS ON ONE PARCEL.

An International Art Society at Braintree, Hampshire, the Print Society, has received a parcel from Vienna, with 510 stamps on it, of a face value of 510,000 kronen—£21,250 at normal exchange.

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUES.

London, Sept. 22.

English League—First Division:—

Arsenal 10, Birmingham 0; Aston Villa 5, Preston North End 1; Blackburn Rovers 4, West Bromwich Albion 0; Bolton Wanderers 3, Tottenham Hotspur 1; Cardiff City 1, Newcastle United 0; Huddersfield Town 2, Everton 0; Liverpool 1, Burnley 0; Middlesbrough 0, West Ham United 1; Nottingham Forest 1, Notts County 0; Sheffield United 1, Chelsea 0; Sunderland 5, Manchester City 2.

Scottish League—First Division:—

Aberdeen 0, Celtic 2; Airdrieonians 6, Clyde 1; Hearts 2, Ayr United 3; Falkirk 0, Partick Thistle 1; Kilmarnock 3, Dundee 2; Motherwell 1, Clydebank 3; Queen's Park 4, Hibernians 1; Raith Rovers 1, Morton 1; St. Mirren 4, Hamilton Academicals 1.—Reuter.

London, October 4.

English League, First Division:—Notts County: Middlesbrough one goal to nil.—Reuter.

ENGLISH LEAGUE-FIRST DIVISION.

	P	W	L	D	Pts
Notts C	8	5	1	2	15
Cardiff C	8	5	0	3	15
Bolton W	10	3	2	5	11
Aston Villa	10	3	2	5	11
Huddersfield	8	4	2	2	10
Blackburn R	8	4	2	2	10
Tottenham H	8	4	2	2	10
Newcastle U	9	4	3	2	10
Liverpool	8	4	3	1	9
Sheffield U	8	3	2	3	9
West Brom A	8	3	2	3	9
Everton	10	2	3	5	8
Not Forest	8	3	3	2	8
Sunderland	8	3	3	2	8
Chelsea	8	2	3	3	7
Arsenal	8	3	4	1	7
West Ham	9	2	4	2	7
Birmingham	8	2	4	2	7
Manchester C	8	2	4	2	7
Burnley	8	1	3	4	6
Middlesbrough	8	1	6	1	5
Preston N E	8	0	6	2	2

SCOTTISH LEAGUE-FIRST DIVISION.

	P	W	L	D	Pts
Airdrieonians	8	5	1	2	15
Queen's Park	7	5	1	1	15
Partick T	8	5	2	1	15
Rangers	7	4	1	2	11
Celtic	8	4	2	2	10
Raith Rovers	7	4	2	1	9
St. Mirren	7	4	2	1	9
Hearts	8	3	2	3	9
Aberdeen	8	3	2	3	9
Kilmarnock	7	3	2	2	8
Falkirk	8	3	4	1	7
Hibernians	8	2	2	3	7
Clydebank	8	2	3	3	7
Ayr United	7	2	3	2	6
Clyde	8	1	3	4	6
Dundee	7	2	4	1	5
Motherwell	7	2	3	1	5
Greenock M	9	2	6	1	5
Third Lanark	6	1	5	0	2
Hamilton A	7	1	6	0	2

EXCESS WATER.

NEW SCALE OF CHARGES.

A new regulation under the Waterworks Ordinance, which is to come into force on January 1st, 1924, lays down that the price of water supplied by meter and charged for as "excess consumption" will be, in cases where filtered water is supplied, at the rate of 75 cents per 1,000 gallons, and, where unfiltered water is supplied, at 35 cents per thousand. The special rates charged in the case of certain water supplied to the naval and military establishments are to remain in force; the price of water supplied by meter from the waterworks at "Fauling" and charged for as "excess consumption" will be, at the rate of \$1 per 1,000 gallons; Hongkong Golf Club will remain in force; and the price for water supplied by meter in the Peak District and charged for as "excess consumption" will be at the rate of \$1 per 1,000 gallons.

EXCITING FIGHT.



"Young" Stribling

who won the fight against Mike McTigue



Mike McTigue.

beaten by "Young" Stribling.

TO-DAY.

Closing Exchange 2s. 3. 5/16d.
High Tide 7.18 p.m. Low
Water 1.5 p.m.
Lighting Up-Time 6.07 p.m.

News in To-Day's New Advertisements.

A special launch will leave Hongkong and Kowloon on Sunday in connection with the Kowloon Dock Swimming Gala.—Page 4.

Consignees are notified of the arrival of the s.s. "Taiyo Maru".—Page 14.

For the special attraction at the Coronet Theatre, see announcement on Page 4.

The final Promenade Concert in connection with the H.K.V.D.C. will be held on the 19th inst.—Page 4.

"The Bolted Door" commences at the World Theatre to-morrow.—Page 4.

Certain Bills of Lading are declared null and void.—Page 4.

LISTEN.

Businessmen are marksmen aiming at a finite trade. Sound advertising is the most effective ammunition.

Motorists or those who contemplate becoming car owners, will find interesting particulars concerning reliable makes of cars and motor cycles in the "Motor Supplement" with this issue. Particulars of forthcoming and late sales appear on Page 4. There is a special programme at the Star Theatre to-night.—Page 12.

NOTICE

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EARLIER TELEGRAMS.

SCENE AT BOXING MATCH

Columbus, Georgia, Oct. 5.

Young Stribling has been awarded the light heavy-weight
boxing championship of the world against Mike McGigue, who
fought despite injury to his left thumb.

Owing to the ugly attitude of the public the referee, Harry
Ertle, who adjudicated the Dempsey-Carpentier fight, at first de-
clared the match a draw at the end of the stipulated ten rounds,
but changed the decision in consequence of the spectators' hostile
demonstration. He was subsequently escorted by the police to
his hotel.

Stribling is an eighteen year old High School boy trained by
his father and mother.

Ertle later declared that he never indicated a draw but took
twelve pressmen's opinions, all of whom favoured Stribling.

Columbus, Oct. 5.

McGigue, interviewed, asserted that he was forced to enter
the fight at the point of the pistols of his manager, who declared
to the spectators that he had threatened to hang him if the fight
was called off.

Later.

Three hours later the fight was officially declared a draw, the
referee saying he gave Stribling the decision under the specta-
tors' intimidation.

LORD CURZON'S STATEMENT.

London, Oct. 5.

It is understood that the portions of Lord Curzon's statement
at the Imperial Conference that are to be published particularly
refer to the German situation and the British attitude in regard
to the Ruhr. It is believed that the question of territorial waters
limit which has been discussing between Britain and the United
States will also be submitted to the conference in order to enable
the Dominion Premiers to express their views before any definite
decision is reached. Persons well informed do not entirely rule
out the possibility of the British Government agreeing to Secretary
Hughes' proposal for the establishment of a twelve mile limit.

NETHERLANDS BANK SUSPENDS.

London, Oct. 5.

From the Hague it is announced that the savings bank established
by the Government three years ago with postal and "Giro" service,
the latter similar to the British clearing system, has been sus-
pended. Great consternation has been caused at the news as
£52,000,000 have been deposited by 120,000 people, many whom
placed all their cash there, but it is officially stated that the
government guarantees the full amount due to the public, and
that there will only be a temporary embargo on the credit balances
in order to rectify thousands of errors in the accounts, after which
the "Giro" will resume operation. In the meanwhile account holders
requiring cash will receive advances from private banks on cer-
tificates of "Giro" in regard to their credit balances.

GERMAN PAPER SUSPENDED.

Munich, Oct. 5.

Herr Vonkahr has banned Hitler's organ *Voelkischer Beobachter*
in consequence of an inflammatory proclamation headed "artillery-
men stand to your guns." The Reich ordered the suspension
several days ago but hitherto the order had been ignored.

THE NEW GERMAN CABINET.

Berlin, Oct. 5.

Messages indicate that the new Stresemann Cabinet will not
consist of more than half dozen ministers, among whom will pro-
bably be Herr Gessler for defence and interior, and Herr Luther
for finance.

AMBASSADOR HARVEY TO RETIRE.

Washington, Oct. 5.

It has been officially disclosed that Colonel George Harvey
will retire from the Ambassadorship to London about the 1st
January. Ambassador Child of Rome will not return to Italy.
Both resignations are wholly personal.

DEWAR'S
WHITE LABEL
SCOTCH WHISKY

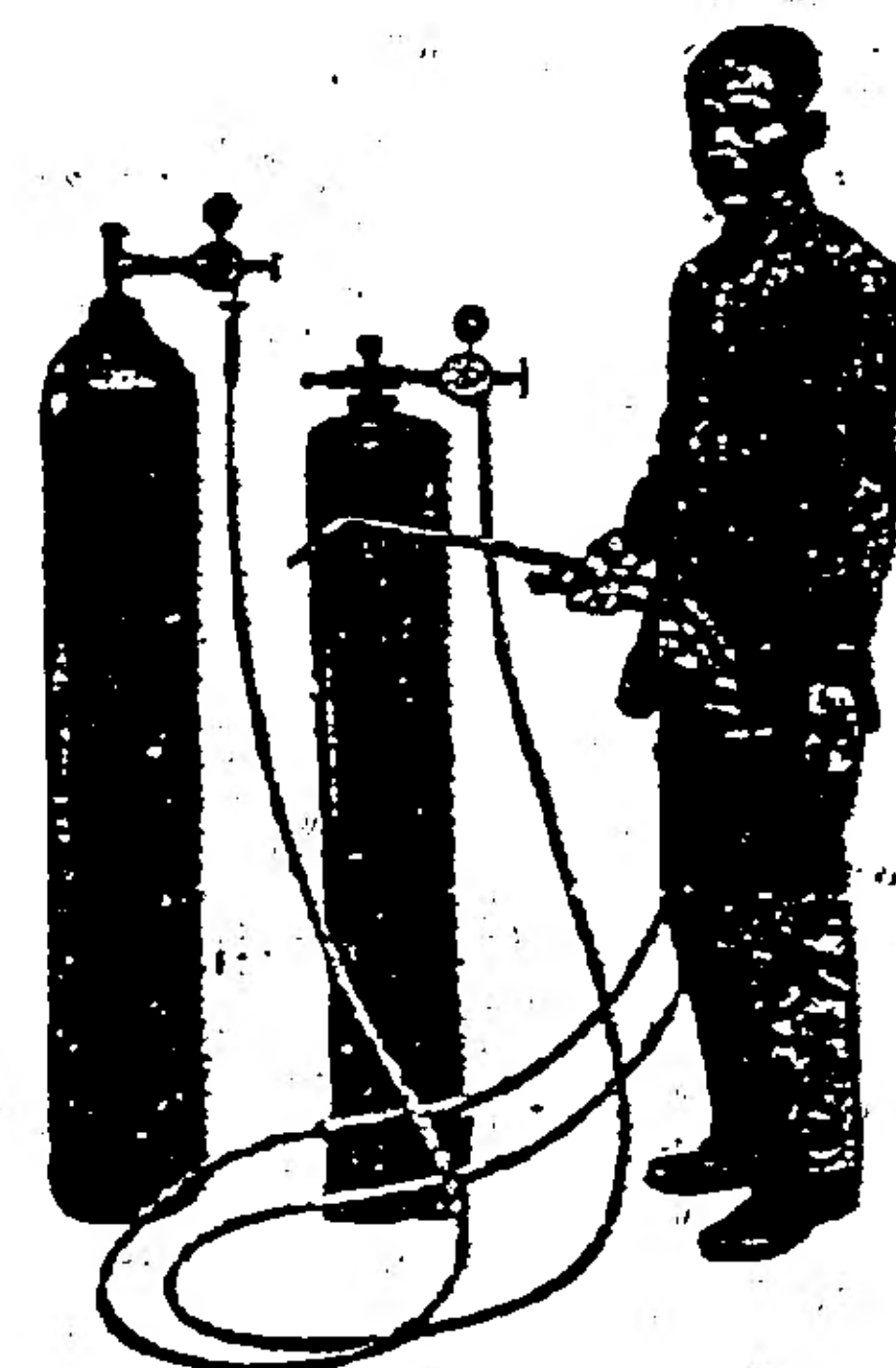
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THE PINK 'UN.

Asked if he had any witnesses,
a man at Willelson Police Court
replied, Yes, I have one, a news-
paper boy. But I don't know his
name. We always call him "Pink
'un." The Magistrate: Call
"Pink 'un" in the corridor. The
warrant officer called "Pink 'un,"
and a very pale boy responded
and gave evidence.



COLUMBIA DANCE RECORDS
OCTOBER LIST

NO.	TITLE	ARTIST
2844	CUT YOURSELF A PIECE OF CAKE	Fox-Trot
	THE BUCK'S QUACK	"
2856	MY SWEETIE WENT AWAY	"
	I LOVE ME	"
2840	LOVE TALES	"
	MAD	"
2848	FIRST, LAST AND ALWAYS	"
	LOUISIANA	"
2857	ANNABELLE	"
	LOVE	"
2852	THE LIFE OF A ROSE	"
	WHERE THE GANGES FLOW	"

ANDERSON'S

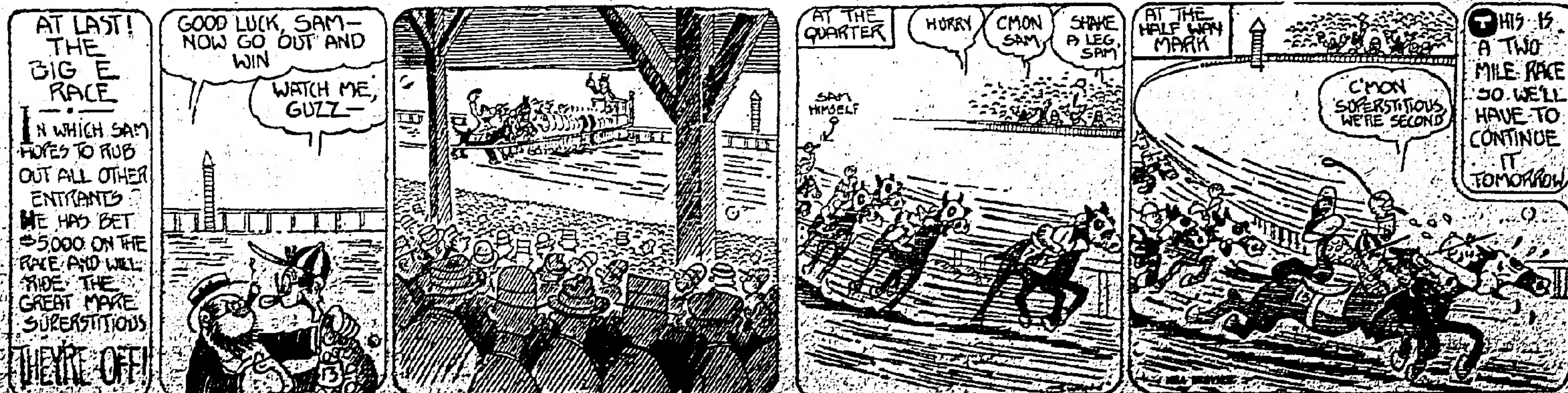
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It lasts for years
It has a handy eraser
It can be had in a variety of styles, designs and metals.

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They Satisfy
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Liggett & Myers Tobacco Co., U. S. A., Manufacturers

SAVING ENGINE POWER.

New Design of Propeller.

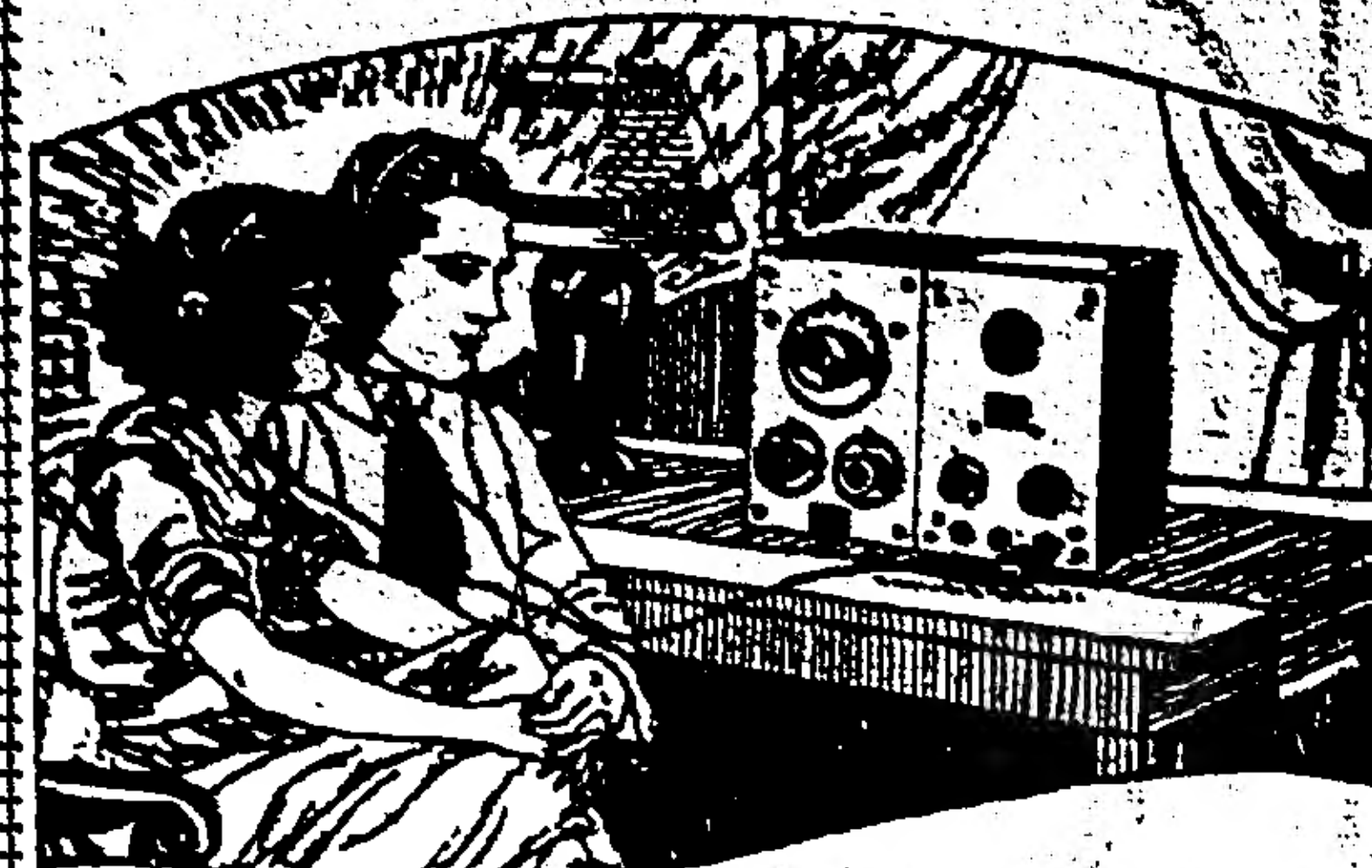
The propulsion efficiency obtainable with different types and sizes of vessels depends on many factors, not least of which is the design of the propeller. Efforts have been made in different directions to enable the maximum forward thrust to be imparted to a moving vessel. Whilst considerable attention has been concentrated on the shape of the propeller blade, it has occurred to others to improve the flow of the water to and from the propeller, a suggestion which can be carried out with some success by suitable hull design.

Lately some tests have been carried out with an idea con-

ceived many years ago, but allowed to remain undeveloped at that time. The Star contra propeller, as this device is known, is really a set of guides, usually four in number, fixed to the sternpost, with the axis in line with the propeller proper. The result of these guides is felt in many directions. The vessel gets under way very much quicker owing to the increased power of the water stream leaving the propeller. When going astern the flow of the water to propeller is under better control. Experiments have proved that a more regular motion of the vessel is secured, better speed is maintained, and racing is less frequent. Steering is improved, the water as it leaves the propeller acting on both sides of the rudder. Any vibration arising from the propeller is damped out

considerably. From the data collected so far the saving of power is about 3 per cent; with exceptional cases up to 20 per cent. have been saved. The cost of equipping vessels can be saved in less than eighteen months, or about 250 steaming days; it can be fitted to existing boats, twin or multiple screw jobs, without any difficulty. For single screw jobs it is not quite so easy, success depending largely on the design of the aft part of the ship. The tests and demonstration trials have created a very favourable impression as to the practicability of this device.

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We guarantee our British made sets to comply with any future rules and regulations in respect to receiving sets in Hongkong.

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EMBROIDERIES, OLD MANDARIN COATS,
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For the care and preservation of the teeth and gums to be obtained at—

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FRECKLES AND HIS FRIENDS

An Ill Wind

BY BLOSSER



IF YOU ENJOY REALLY GOOD COFFEE
BUY THAT WHICH IS SPECIALLY SELECTED AND FRESHLY ROASTED AND GROUND DAILY.
THE GRAECO-EGYPTIAN CO.
12, Queen's Road, Central.



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Stocks
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Received

FOSS & Co's. Chocolates 1 lb.
VERY FINEST QUALITY.
Fuller's Almond Fudge, Chocolate Caramels
— Assorted Caramels, Peppermint Lumps
— &c., &c.
A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

READ THIS

"You will be pleased to hear the Moutrie Piano I bought from you last Summer is giving great satisfaction. No Tuner has visited—since about last August, but the instrument is only very slightly out of tune"

(The above letter was sent to us entirely unsolicited)

MOUTRIE PIANOS

FOR

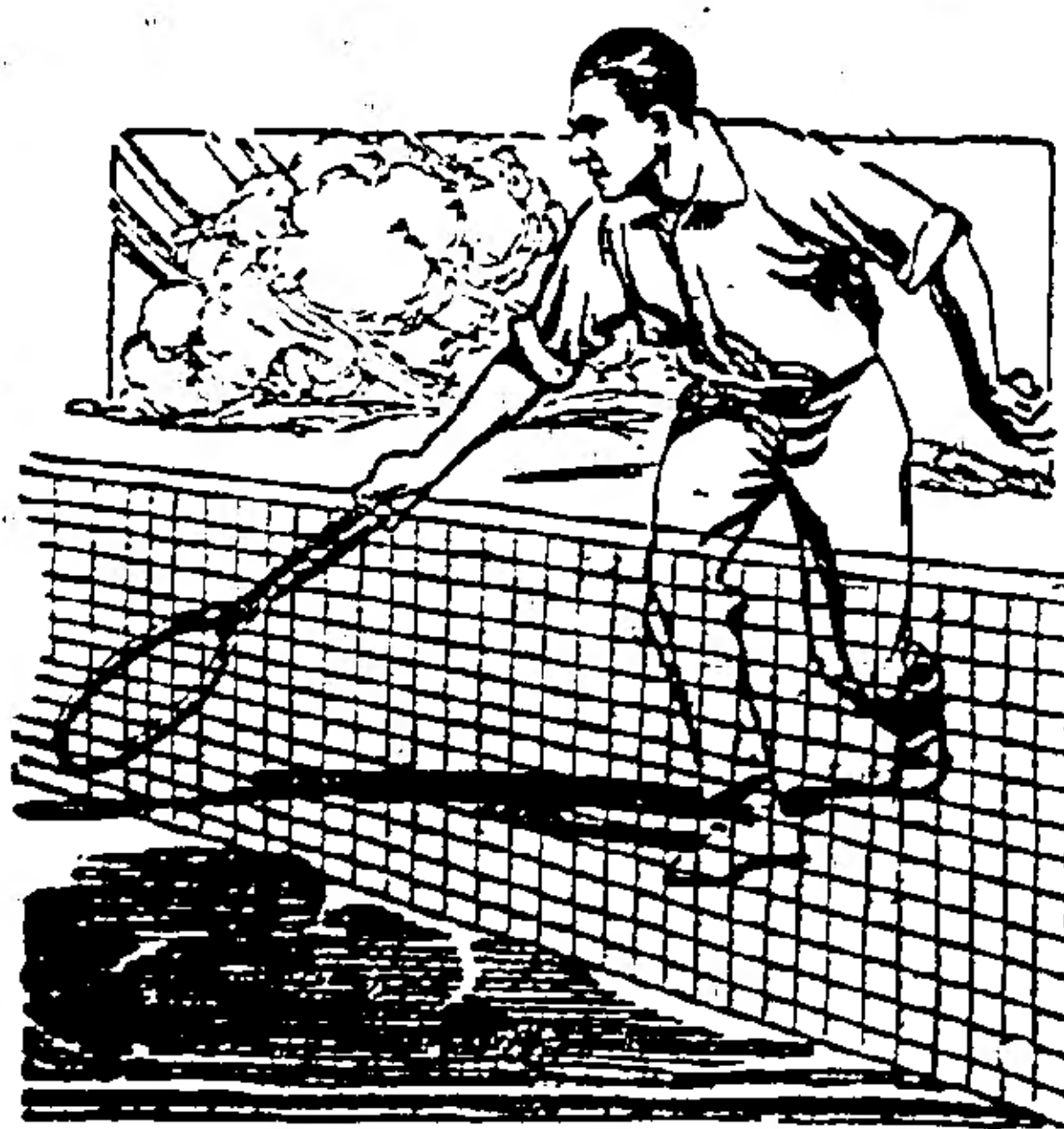
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13-13½-14 OZS

PERFECT **\$21.00** WILL
BALANCE NOT RUST

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"THE SAFE WITH A

REPUTATION."

Immediate Stocks
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Tel. No. 1193

BIRTH.

BAYOT.—On September 29 at
Ley's Lodge, the wife of Governor
Bayot, Masbate, P. I., a son.
(Manila papers please copy.)

The Telegraph.

HONGKONG, 6th Oct., 1923.

WANCHAI GAP TRAMWAY.

The Government appears to have decided not to proceed with the Wanchai Gap tramway scheme, judging by the statement made yesterday, to a *Telegraph* representative by Mr. Fletcher. That decision, if final, marks a distinct *colle face*, because we know that preliminary steps were taken in connection with the project some time ago, and, what is much more to the point, the acting Governor, in last year's Budget speech, went so far as to say that he considered this means of access to the Mount Cameron district essential. He even declared that if it was found desirable to proceed with the work during 1923, the Council would be asked to vote the necessary sum. Such was the Government's attitude a year ago. Now we are told by the Colonial Secretary that it is questionable whether there is any real demand for the tramway. We should say that the demand is far greater now than it was twelve months ago, for in the meantime there has been considerable development of the Mount Cameron district.

The arguments used against the proposal—that Europeans might object to the terminus being in Wanchai, and that the scheme would involve the resumption of much built-on property—applied with equal force a year ago, but they were not then considered an obstacle to the scheme. Why should they be now? As we have before said, the location of the lower terminus is not a vital point—no-one would seriously object to its being situated in Wanchai so long as an adequate feeder service was available. The chief desideratum is an upper terminus which shall make it possible for people to be taken somewhere near their homes. Mr. Fletcher appears to think it doubtful whether the demand for sites in the Mount Cameron district would be sufficient to justify the expenditure on the suggested tramway. To that, the answer is that already many houses are springing up in the locality, and

that more are bound to follow if adequate and cheap means of transport are guaranteed. If there is not much hope of the district being developed, may we ask what justification there is for spending so much on road construction in the neighbourhood? It is pertinent in this connection to point out that when the present Peak Tramway was built in 1888, there were only about a dozen houses in the Peak district; the tramway was a big factor in leading to greater development; and no doubt a similar experience would result from a service to the eastern middle and higher levels.

It is true that there is a motor road serving the locality, but all Peak residents are not the fortunate possessors of cars. A bus service would be too expensive, also, for the majority of residents. As to Mr. Fletcher's assertion that the recent revision of the Peak tram time-table has relieved the congestion, it is true that matters have improved, but at certain hours it is still impossible to get a seat. In any case, that is only one aspect of the problem. The great need is a service which shall take people living in the growing districts of the upper levels nearer their homes. The recent public meeting on housing voted solidly in favour of the Wanchai tram scheme, and the Housing Commission again urges it. Is popular opinion to be over-ruled by the Town Planning Committee? We hope the Unofficial members will speak out plainly on this issue when the Budget debate takes place. The alternative scheme suggested by Mr. Fletcher is better than nothing, but the mischief is that it is dependent on a quick solution of the military lands question; and somehow we do not expect to see this problem finally solved for quite a time yet.

Kowloon Hospital.

Kowloon residents were rather surprised that no reference was made by His Excellency the Governor to the Kowloon Hospital in the course of his Budget speech. There is, in our opinion, need for a detailed statement as to how work on this much-needed institution is proceeding. At the end of 1921, it was stated that the first portion of the Hospital would take two years to construct. It was then hoped that the work would be put in hand right away, but there was great delay, and we believe we are right in saying that it was not until the early part of this year that construction began. It looks even now as though the project is not to be completed by the end of 1924, for we see the estimates provide for even less being spent on the work next year than this, and even then the whole vote will not be expended. The need for a hospital in Kowloon is admitted on all hands, even in official circles. It is an urgent need, too. We therefore trust that the Government will soon have it impressed upon them that the work must be pushed ahead with greater expedition than hitherto.

Military Contribution.

Some ten years ago, a resolution was moved in the Legislative Council to the effect that Hongkong's Military contribution should in no year exceed a million dollars. The estimate for 1924 is put at over four millions! That does not imply that we are getting a proportionate increase in our defence forces; it merely means that our revenue has tremendously grown in the interim, and as the contribution is based on twenty per cent. of our income, so does the amount due to the Imperial Government expand. No-one, of course, objects to paying for defence, but we cannot help thinking that the system by which the vote is obtained is altogether wrong. It means that when we raise revenue for big works we have to add a further twenty per cent. thereto in order to pay the increased Military Contribution. It is a very bad system, and we are hoping that eventually it will be abolished in favour of a more equitable method of computation.

DAY BY DAY.

THE BOSS WILL INCREASE
YOUR SALARY WHEN YOU IN-
CREASE HIS PROFITS.—*Coleman*
Cor.

The annual Licensing Sessions
take place on November 2nd.

A Reuter's message says the
Lord Mayor's Japanese Relief
Fund totals £230,000.

It is notified that the name of
the Empress Hotel Company,
Limited, has been struck off the
Register.

His Excellency the Governor
has appointed Police Sergeant F.
T. James to be Sanitary Inspector
for Aberdeen.

During the past quarter, there
were 18 samples of milk analysed
under the Sale of Food and Drugs
Ordinance. All were genuine.

Major A. S. Littlejohns, D.S.O.,
R.A.M.C., has proceeded to North
China to carry out a Sanitary In-
spection of Tientsin and Peking.

President Coolidge is reported
by Reuter to be unalterably op-
posed to the cancellation of the
debts owed to the United States
by European countries.

On the 22nd instant, Inland Lot
2445, situate on Pokfulam Road,
will be sold by auction. It con-
tains about 18,000 square feet and
the upset price is \$3,200.

In connection with the Kow-
loon Dock Recreation Club's
swimming gala at Aberdeen to-
morrow, launches will leave the
Kowloon public pier at 2 p.m.

His Excellency the Governor
has appointed Mr. G. S. Kennedy-
Skilton to act as an Assistant to
the Secretary for Chinese Affairs
as a Deputy Registrar of Mar-
riages.

His Excellency the Governor
has appointed, provisionally and
subject to His Majesty's pleasure,
Mr. Robert Hormus Kotewall to
be an Unofficial Member of the
Legislative Council.

During the absence of Major
A. S. Littlejohns, D.S.O.,
R.A.M.C., on duty in North
China, Captain R. F. Walker,
M.C., R.A.M.C., will carry out
the duties of O.C. Military
Hospital.

The Observatory returns for
September show that the average
mean temperature was 81.1, the
highest being 90.2 on the 7th, and
the lowest 73 on the 30th. There
were 244.8 hours of sunshine and
62.8 inches of rain. The average
humidity was 73.

The silk forwarded from here
by the s.s. Empress of Australia on
the 24th August arrived on New
York on the 29th. September,
having been 36 days in transit.
The Australia was delayed in
Japan 13 days on account of the
earthquake. The silk sent for-
ward by the Empress of Asia on
the 28th. September arrived in New
York on the 29th. September,
having been 22 days in transit.

BILLARDS MATCH.

A very pleasant evening was
spent on Friday last at the Chief
and Petty Officers' Recreation
Rooms, Naval Yard, when a
billiard match took place between
the Garrison Staff Sergeants Mess
and the Chief and Petty Officers
Royal Navy. The results were—

Staff Sergts.	Chief & Petty Officers.
Fritz. 150.	Spry. 54.
Dunnott. 87.	Edgar. 150.
Crumplin. 63.	Thomas. 150.
Stroud. 150.	Burd. 94.
Smith. 150.	Gough. 89.
Dennis. 135.	Green. 150.
735.	687.

The billiard match was follow-
ed by a smoking concert.
A former match, recently play-
ed, between the two teams re-
sulted in a win for the latter.

Bulls and Inners

From the Office Butts.

There is no truth in the story
that Bandaman Miles, winner of
last week's Football Competition,
has been confined to barracks for
blowing his horn.

Gascon says good gas can win
the prizes every time.

Although the trials were a
distinct success, none of the com-
petitors suffered from an exuber-
ance of spirit.

From the financial point of
view, says a Scotsman, the meet-
ing surpassed all expectations.

Funny how recklessness is al-
ways associated with motor-
ing. On Sunday it was a case of the
more careful the driving, the
more reckless the betting.

This doesn't apply to the man
who backed his car for a place
which turned out to be the ditch.

True, business is rotten, but, on
the other hand, our merchants
have all the more time to read
the Budget speeches.

The only people who seem to
be busy these days are the con-
tractors and composers.

A full load in a car naturally
means more spirit.

Joking apart, isn't it about
time that one of these New Year
and/or Birthday Honours was
coming Mr. Pollock's way?

Talking about Gynkhanas,
what about a motor one?

If they must hang washing out
on the Helena May Institute
grounds, can't they give us
something really chic and dainty?

There is a happy medium—
even in beer.

The very slight earthquake
shock said to have occurred in
Hongkong on October 1st, was
probably due to some-one paying
in something into his Savings
Bank account.

Just as we were thinking of
stopping our daily bath, the
Water Authority announces a
constant supply of water.

At a recent wedding reception
we saw a man making about \$20
to the gallon.

The new dancing pumps have
bells on them. They should
warn the other belles off.

The only things that have
fallen to date in Waichow are a
few bombs.

It is rumoured that during the
coming months, Dr. Sun will try
to freeze it out.

A saxophone has disappeared
from the Peak. Must be a robber
band about.

The next great problem before
the ladies is how to dress and
yet be seen.

Even a black cat doesn't bring
all the luck it might. The D.P.
in its account of a recent wedding
gave the bridegroom's name as
"Collision".

An ammunition boat blew up
on the East River the other day.
This must not be confused with
the presidential boom.

Long skirts, they say, are on the
wane in Paris. They are mostly
on the knock-kneed here.

Our fur-bearing flappers will
appear soon.

Menfolk are the most wonder-
ful things on earth—next to
women.

The Colony is not over-taxed.

Where is all the money we've
saved on coal during the hot
weather?

Do your Christmas shopping
early and avoid this warning.

Mounted Section Orders last
week, referring to the forthcom-
ing Beef Steak Dinner states—
"Dress; clothes optional." Oh,
Harold!

It will soon be cold enough
for some of our jazz experts to
sit in the same chair.

Spelling the names of these
kindergarten systems reminds
us of writing out champagne
advertisements.

Only one case of a ball very
nearly hitting a bird has been
reported from Fanling this sum-
mer.

Polo isn't the only game played
in the dark in Hongkong.

The Captain Superintendent of
Police is closing Shaukiwan Hill
a bit to-day. Bet he'd like to
shut up some of our local
motorists as well.

The defendant in a recent hotel
bar performance informed the
magistrate that he returned to
the hotel after being "balled out."
Some people are never satisfied.

The man who casts aspersions
is very apt to be cast out.

Several of our subscribers in
the Amur region have written
asking us to put an extra wrap-
per on their papers. Looks as
if they're having cold weather
there already.

Every time our dog scratches
himself, the people next door
think of the Japanese disaster.

There was another arms raid
in Kowloon to-day at 2 a.m.

If you want to hear the truth
about the perfect infant, ask
father while he's doing his night-
ly marathon.

Canton brokers will now soon
be.

From the educational point of
view these tests are valuable, we
are assured, because they indi-
cate to the car owner exactly
what he can get out of his car.

From the social point of view,
they indicate to the non-owner
what he can get out of other
people's cars. MacWhirter says
he got a couple of whisky sodas
out of a Studebaker, a cigar out
of a Crossley and a few nuts out
of a Ford.

Jes, ni ne havas bananojn por
vi!

"Squeeze" has indeed got a
fearful hold in Hongkong. Some
of the competitors at last Sunday's
consumption test stopped so low as
to even squeeze their tanks!

We have even heard of one who
is already having a rubber tank
constructed and suitably camou-
flaged for the next trials.

Suppose it all depends on how
the spirit moves them!

There were not many "blow-
outs" excepting at one table
occupied by a very wily party at
Fanling.

We also discovered the height
of generosity—a man offering to
stand his friends drinks at a club
of which he was not a member
and therefore not privileged to
pay.

What annoyed some of the
competitors on Sunday was that
they had free spirit but had to
economise if they hoped to win.

Viscount Ednam, M.P., is in a
local paper reported to have
stated that "unless the public
throws its weight into the scales
we shall not be able to save the
voluntary hospital system which
has been the pride of Great Bri-
tain and the envy of foreign
countries for upwards of 400
years." Which no doubt accounts
for its difficulty in keeping its
feet.

The gentleman who made a
hole in one at Fanling last week
is not yet quite out of danger.

Gasoline has gone down but it
has a long way to go to catch up
with the German mark.

Five Scotsman on a delegation
when they got home complained
that they couldn't find a drink in
New York. Last time we were
there we managed all right, but
then we had to pay.

"Do we want anything nice
and moderate?" asks a local ad-
vertiser.

You bet we do. But not in
mandarin coats, we don't.

NEW TYPE OF CAR COMING.

Return to the Inexpensive Car.

Are we going to see another change in the popular car fashion next year? Is the inexpensive family car once again to come into its own?

I think the answer to these queries will be in the affirmative, says a Home writer. Some of you may remember that rather more than a year ago I forecasted a change from the then all-supreme small two-seater.

When we study the roads at the weekend, what do we find? We see the popular British two-seater turned willfully into a family car.

You can, of course see cases where the small two-seater is used as a small two-seater, but the bulk of popular desire is the ability to carry four or five people.

OPPOSING FACTORS.
The last thing in the world in my mind is to decry the many excellent British small two-seaters of the £250 to £300 type. In fact (without wishing to appear rude to you), it is necessary to have more than a superficial knowledge of the subject to appreciate adequately what good value for money these cars represent.

But two blunt facts remain. One is that they are not intended for constant loads of four or five people. And the other is that the bulk of motorists of moderate means constantly want to carry four or five people.

The two factors are opposed, and the result is that the overloaded and—at such times—under-engined small two-seater spends more time than it ought in the repairer's hands.

And now I think we have got to the parting of the ways. The two-seater must be left to the "two-seaterites," and the manufacturer is going to give us really sound, inexpensive family cars.

INEXPENSIVE BUT GOOD.
Since the war the British manufacturer has had so many insurmountable difficulties to contend with, that the inexpensive family car has been an impossibility. But the time has now come when he can once again not only equal, but better his pre-war achievements in that direction.

I single out two recent examples to show which way the wind is blowing. You have the new "Four-14" Armstrong Siddeley at £400, and the 14 h.p. Crossley at 400 guineas.

If you will cast your mind back to this time last year you will readily appreciate the marked improvement in high-grade British car values which these models represent.

As I have just been putting the new Armstrong Siddeley through its paces I will tell you what I think of it.

A BRITISH ACHIEVEMENT.
My only criticism is of a personal nature, as I am long-

MOTOR TRANSPORT CONGRESS.

114 COUNTRIES TO TAKE PART.

The first International Motor Transport Congress ever held in the United States, which will be attended by automotive representatives from all corners of the globe, is to be convened in Detroit, in May, 1924.

Its purpose is to provide a better underlying motor transportation in every part of the world. The Congress is under the auspices of the National Automobile Chamber of Commerce.

Invitations are to be extended to Foreign Government Officials, automotive associations, dealers, representing automotive manufacturers abroad, and editors of trade papers devoted to motor transport in each of 114 countries, where motor vehicles are used.

The Congress is to last four days during which time subjects of direct bearing on the economic development of international motor transport will be discussed by prominent executives, who besides holding important positions in automobile companies, are also active on N. A. C. C. Committees that study automotive problems pertaining to taxation, highways, insurance, distribution, servicing, operation, financing and other co-operative activities.

Actual automotive conditions in specific countries will also receive attention. Speakers to be chosen from among the delegates will be asked to review the automotive situation in their respective continents and to touch on problems with which they are confronted and in the solution of which the manufacturers and delegates from other countries also are interested.

leged, and found the pedals a little too close for extended journey comfort. In contradistinction to that, the body is otherwise roomy, and ideal from the family man's standpoint.

The power unit is ample for all requirements, and on a now come when he can once again not only equal, but better his pre-war achievements in that direction.

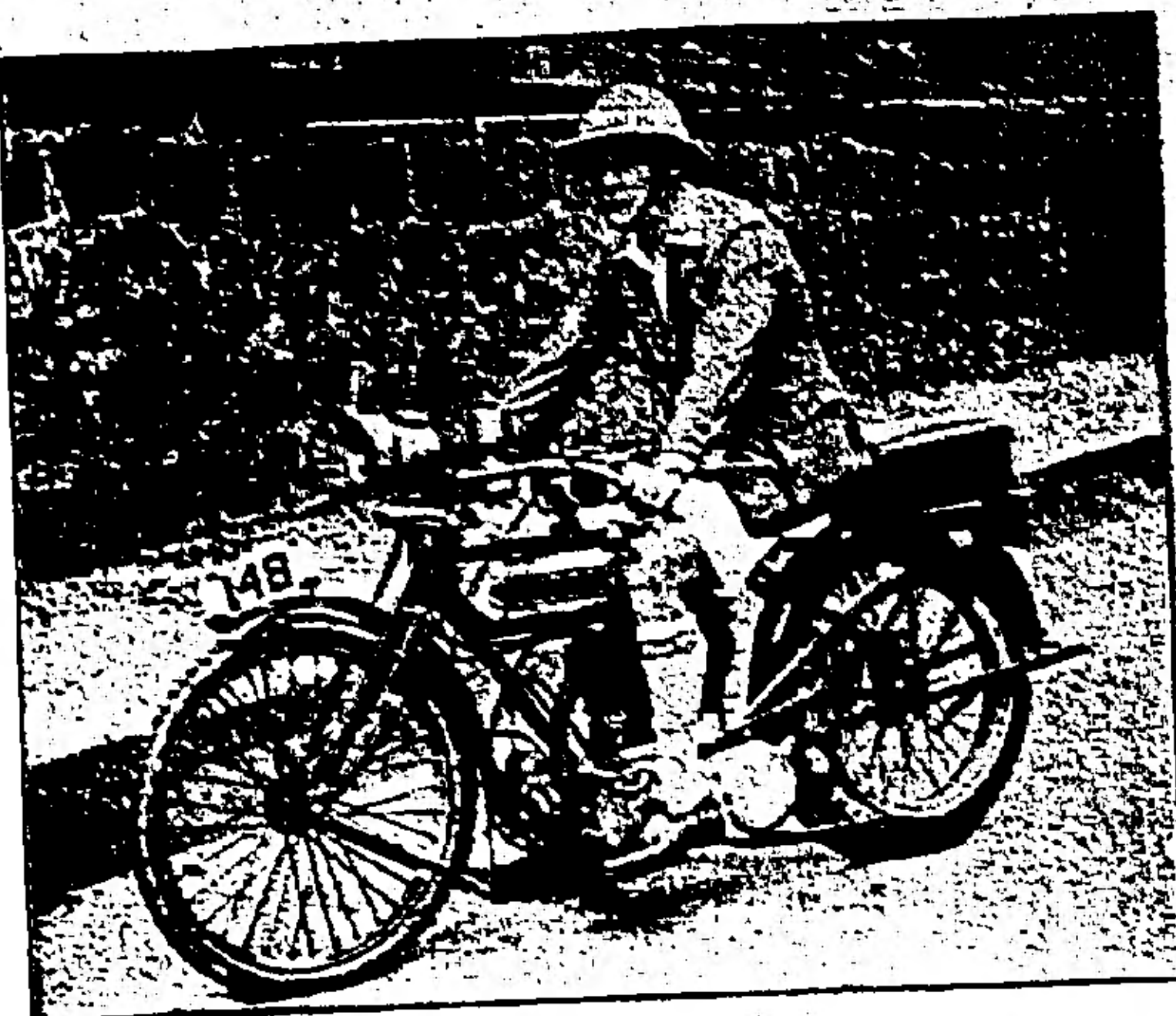
The engine is particularly neat in appearance, and designed with that measure of robustness, simplicity, and accessibility which is so desirable for an inexpensive family car.

The change speed and hand to this time last year you will readily appreciate the marked improvement in high-grade British car values which these models represent.

As I have just been putting the new Armstrong Siddeley through its paces I will tell you what I think of it.

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My only criticism is of a personal nature, as I am long-

A GOOD PERFORMANCE.



Mr. H. W. Chaney on his Triumph, which registered over 117 miles per gallon in Sunday's tests. He came in second in the cycle solo class.

WHY ENGINES LOSE POWER.

Tracking Down a Common Trouble.

On many occasions owners of short experience have come to me asking for an explanation of why their engines have mysteriously lost their pristine vim and vigour, says a motoring correspondent. It is a happening that comes to most of us sooner or later.

A car behaves "like a perfect lady" for an indefinite period, sometimes long and sometimes short, and then for no apparent reason all its power and capacity for romping up hills disappear.

am not now referring to those obvious causes of lost power, such as valves that, badly need re-grinding; escapes of compression due to gummed up piston rings, or excessive carbon deposit that paradoxically sends up the power output of an engine to such an extent that the driver cannot take advantage of it.

What I now have in mind is that falling off from previous standards, and that fading away of vigour while apparently everything about the engine is just as it always was. This trouble is commonest with fairly new cars that have covered, say, not more than 1,000 miles, and sometimes very much less. The worried owner goes over everything, as he thinks, most carefully, but finds nothing wrong. He finds, nothing because in most cases he is looking too deeply.

POINTS THAT ARE OVERLOOKED.
He does not think of examining the external joints of the reduction system to ensure that there are no air leaks. In his examination of the ignition system he will probably entirely overlook such a simple thing as whether the wires are firmly attached to the plug and magneto terminals, and he will take the valve tappet clearances for granted.

Tappet clearances always need checking on a new car after the first 300-500 miles, and instructions are usually given in the maker's handbook as to how this should be done, and what is the correct clearance. If an engine is provided with valve gear of the loose type, one or more of these will permit of compression escape, that means inadequate power generation.

Faulty, and especially inadequate, lubrication is supreme among causes of decreasing power output. The maker gives certain instructions which it does not pay to ignore, and especially does this apply to the brand and quality of oil recommended. And second in importance only to the lubrication of the engine is that of the chassis, especially the gear-box and the back axle.

FAULT NOT IN THE ENGINE?
Frequently when investigating one of those cases of mysterious loss of engine power I have found that the trouble was immediately cured by a change of sparking plugs, although those in use seemed quite sound. And I have found that the fault was not in the engine at all! A gear-box or back axle without lubricant, or without enough, and, above all, binding brakes, have explained what the owner insisted was entirely an engine fault.

If investigation on the lines fails to secure the desired result then it may be concluded that there is some functional disorder, common examples of which are gummy or burnt valves, or even incorrect timing of valves, or

ignition, although the two latter faults are not likely to arise without human interference. A choked silencer has caused much heart-burning on many occasions but it should not happen with a fairly new car, unless gross over-lubrication has been indulged in.

CLEANING SMALL PARTS.

A convenient receptacle to have around the garage for cleaning bolts, nuts and other small parts and vigour, says a motoring correspondent. It is a happening that comes to most of us sooner or later.

The parts to be cleaned are placed in the can, the cover put on, and the receptacle shaken in a pail containing kerosene or gasoline. Dirt and grease will be separated quickly from the parts and will fall through the mesh, leaving the parts clean.

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THE DRAGON MOTOR CAR COMPANY, LIMITED.

TELEPHONE YOUR ORDERS TO—
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BRITISH CARS
By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices.

Immediat delivery can be given on 20 h.p. Touring Models.

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2-2½ ton truck chassis—£740.—0—0. c. i. l. Hongkong.

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WINNER'S SPEED 177.4 M. P. H.—A RECORD FOR THE RACE.

"MORE MILES PER GALLON"

HONGKONG MOTOR TRIALS Fuel Consumption Test SEPTEMBER, 30th. 1923.

1st. & 2nd. PLACES IN EACH SECTION WERE WON BY CARS AND MOTOR CYCLES USING

SHELL MOTOR SPIRIT (Full particulars next week)

SCHNEIDER CUP RACE (World's Seaplane Championship)

held at COWES, ENGLAND 27.9.23. ONLY THREE COMPETITORS FINISHED AND ALL THESE USED—

SHELL AVIATION

WINNER'S SPEED 177.4 M. P. H.—A RECORD FOR THE RACE.

"MORE MILES PER GALLON"

DUNLOP

IN THE RECENT MOTOR TRIALS,

THE:— 1st, 2nd & 3rd PLACES

IN BOTH— ACCELERATION & FUEL CONSUMPTION

TESTS WERE WON ON

DUNLOP CORDS

These facts support the unanimous verdict of experts that a car MUST be equipped with the BEST TYRES if ECONOMIC RUNNING is to be expected.

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as supplied to

THE HONGKONG GOVERNMENT

for the exclusive equipment of all its motor vehicles

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Obtainable from stocks carried by Hongkong & Kowloon Taxicab Company, Ltd. Kowloon. J. Gibbs & Co. Alexandra Buildings. C. 704 (Sundays & Holidays C. 4532)

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Founders throughout the World of the Pneumatic Tyre Industry.

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UNLIKE 9 out of 10 oils offered you, Gargoyle Mobiloil is produced from crude stocks chosen primarily for their lubricating value—not for gasoline yield. This distinct specialization in lubricating oils has won for the Vacuum Oil Company its world-wide recognition as the outstanding authority on correct lubrication.

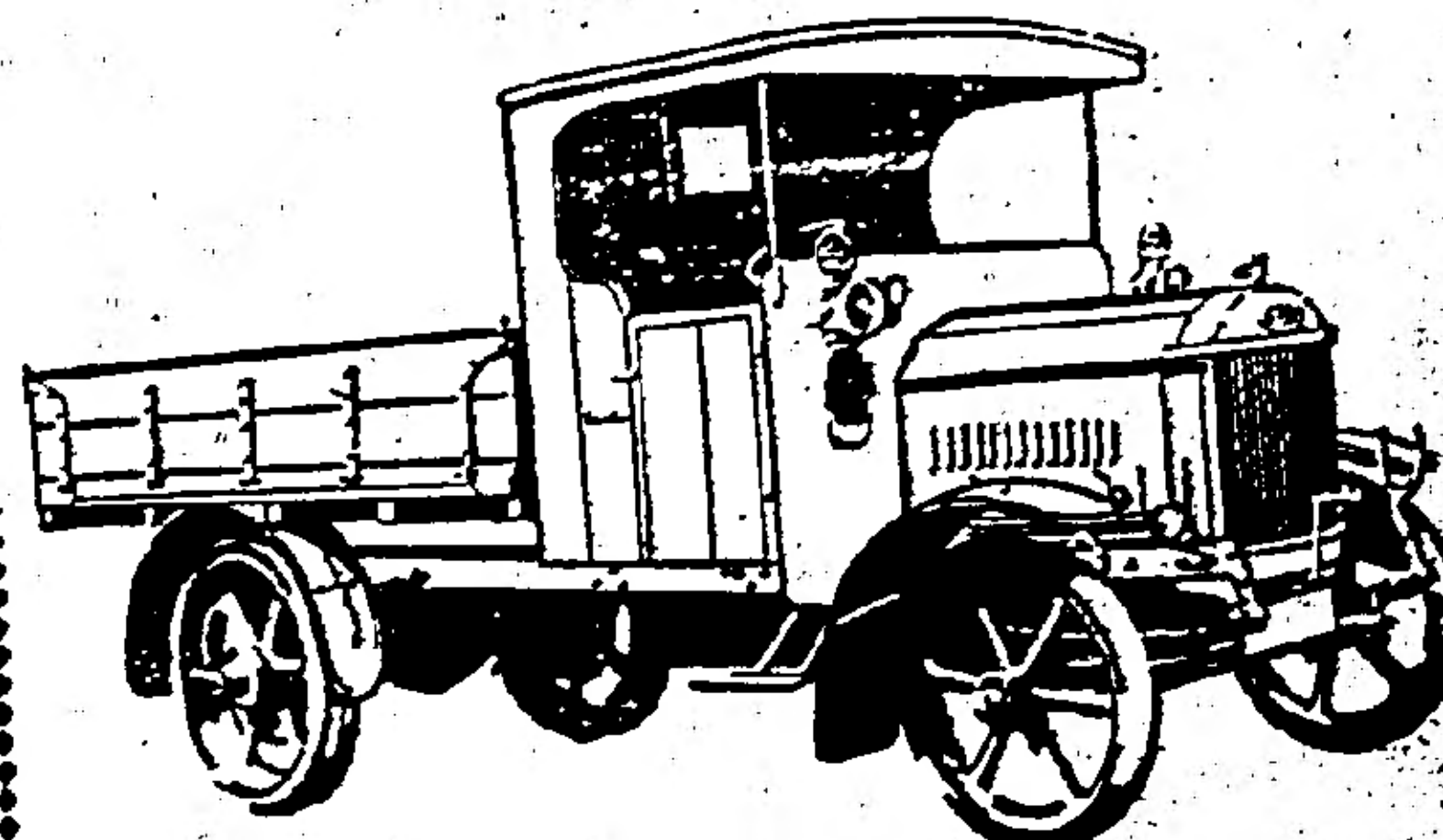
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2-2½ ton truck chassis—£740.—0—0. c. i. l. Hongkong.

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Super-Six

Hudson has outsold all fine cars for eight years. That shows how buyers acknowledge its supremacy as a value. It is famous as a long life car. Many have served upwards of 7 years and 100,000 miles.

It combines economy of upkeep and operation with the performance, ability and smoothness of costly cars.

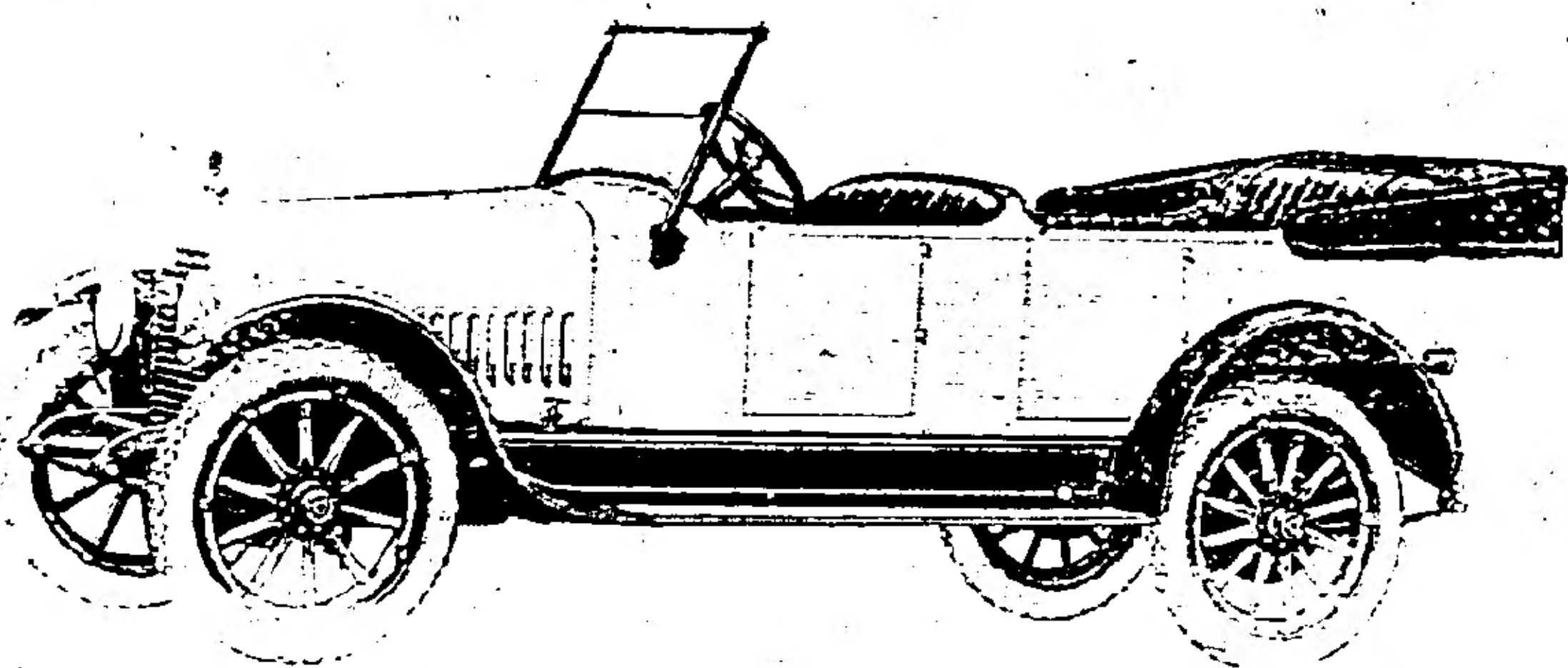
Its price makes it the most conspicuous value Hudson ever offered.

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ESSEX

4 - Passenger Phaeton \$3,900.

7 - Passenger Phaeton \$4,000



THE DRAGON MOTOR CAR CO., LTD.

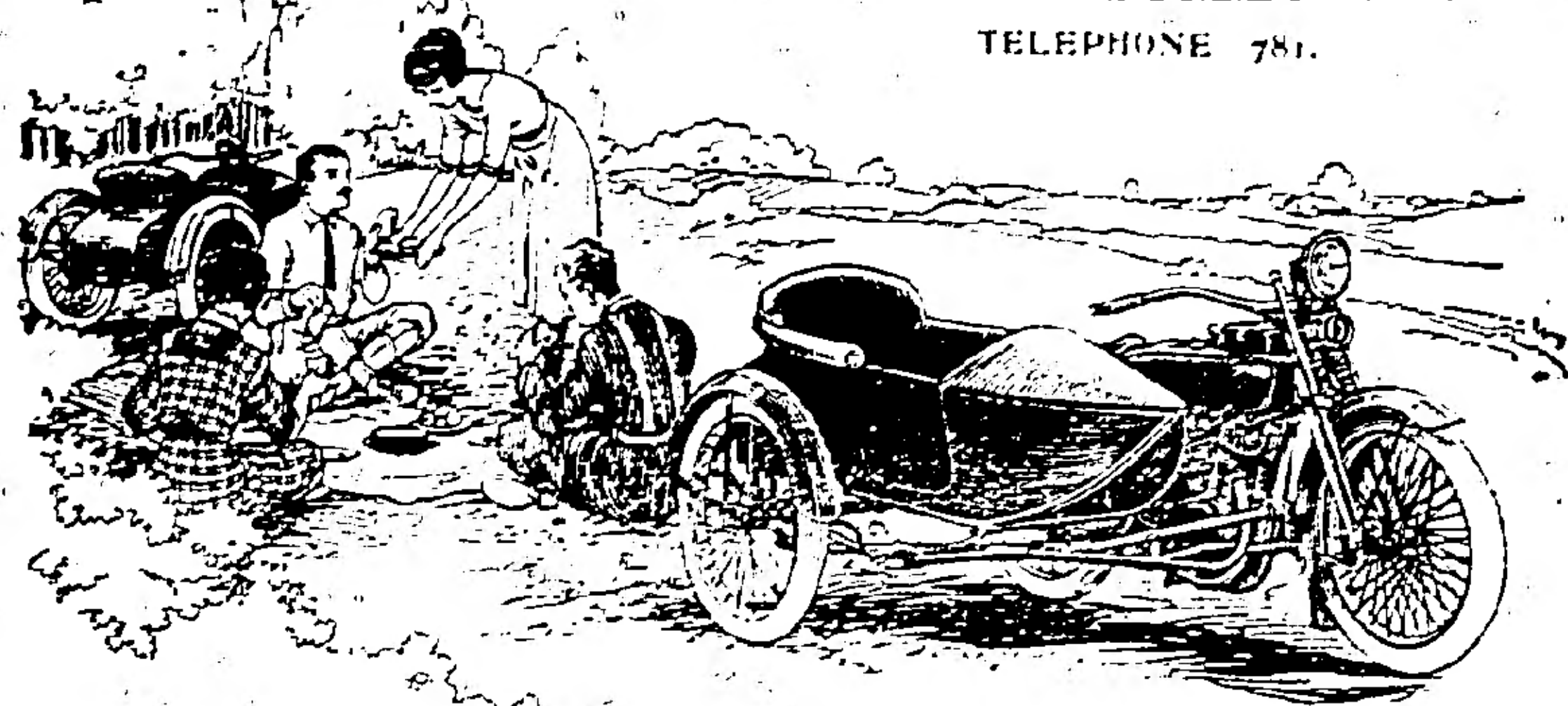
Latest Models on view at our Sales and Service Station.
Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

1924 HARLEY-DAVIDSON

ALEMITE LUBRICATING SYSTEM
MOTOR CUTS VIBRATION IN HALF
FULL-FLOATING SIDECAR SPRINGS
OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION
AND FUEL CONSUMPTION
TESTS FOR COMBINATIONS
HELD IN RECENT TRIALS.

SHEWAN TOMES & CO.
TELEPHONE 781.



THE HUMAN ZOO



A motorist's sympathetic smile for a brother in distress.

SAFETY RULES.

Move for Uniform Law in America.

With the annual summary of motor accidents comes another summer accident comes another monthly, which should prove of interest to all motorists in the of safety measures throughout Far East. Formerly, the Far America. What can be effected through education. The October number is a really first-class production, and if the Automobile Association and its member organizations encourage the adoption of uniform traffic legislation in all the states, that auto accidents may be further reduced. At the same time states are passing all sorts of laws, and being careful among auto drivers. Three states have gone so far as to compel motorists to complete a stop before crossing railroad tracks. They are Virginia, North Carolina and California, although the California law applies only to motor buses and trucks carrying inflammable or explosive material.

STATES UNITE.

What other states haven't accomplished toward stopping railroad crossing accidents, safety organization and large businesses have been doing. For instance, the Standard Oil Company of Indiana has pledged its 8500 drivers to come to a full stop at railroad crossings. And this is one of many times that have taken similar action.

But railroad crossing safety is only a detail of a lengthy programme for accident prevention throughout the country. City traffic is the greatest problem presented to the state authorities. And to solve it, some of the states have formed a so-called "conference" of motor vehicle administrations with the main purpose of attaining uniformity in motor vehicle legislation. This conference includes the ten states consisting of New England, New York, New Jersey, Pennsylvania, Maryland and Ohio. In its desire for uniform auto laws, the conference already has brought this about in the matter of headlights, especially, and in the test for

HAND SIGNALS.

Safety organizations are now trying to produce uniformity in safety laws throughout these states and the rest of the country. For example, the Cleveland Safety Council is trying to promulgate a system of hand signalling for general adoption in all parts of the United States. Its sponsors say it is the simplest form of signalling the man behind what you are going to do, and can easily be recommended for use by all drivers.

At the same time the American Automobile Association, the National Motorists' Association and other similar organizations are seeking uniformity of state auto laws, not only from a safety angle but for the general benefit of drivers. As Major Roy Britton, chairman of the legislative board of the A. A. A., puts it:

"The adoption of a uniform code of regulations would not only reduce the hazard of driving along our streets and highways through a common understanding of just what the regulations are, but would make their enforcement easier."

"ASIATIC MOTORS."

New Shanghai Monthly.

We have been favoured with a copy of the first issue of Asiatic Motors, a new Shanghai motoring monthly, which should prove of interest to all motorists in the of safety measures throughout Far East. Formerly, the Far America. What can be effected through education. The October number is a really first-class production, and if the Automobile Association and its member organizations encourage the adoption of uniform traffic legislation in all the states, that auto accidents may be further reduced. At the same time states are passing all sorts of laws, and being careful among auto drivers. Three states have gone so far as to compel motorists to complete a stop before crossing railroad tracks. They are Virginia, North Carolina and California, although the California law applies only to motor buses and trucks carrying inflammable or explosive material.

FRANCE TO HAVE A "BROOKLANDS."

In view of the British successes at the recent car and motor cycle Grand Prix races, French motorists have come to the conclusion that it is essential that France should possess an adequate racing track. It has been decided, therefore, to construct one at Miramas, about twenty miles south-east of Arles. The length of the lap is to be 5 km. (3 1/4 miles). Easter, 1924, is the provisional opening date.

MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING.



THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of the tyre and improves the running of the Car.

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NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

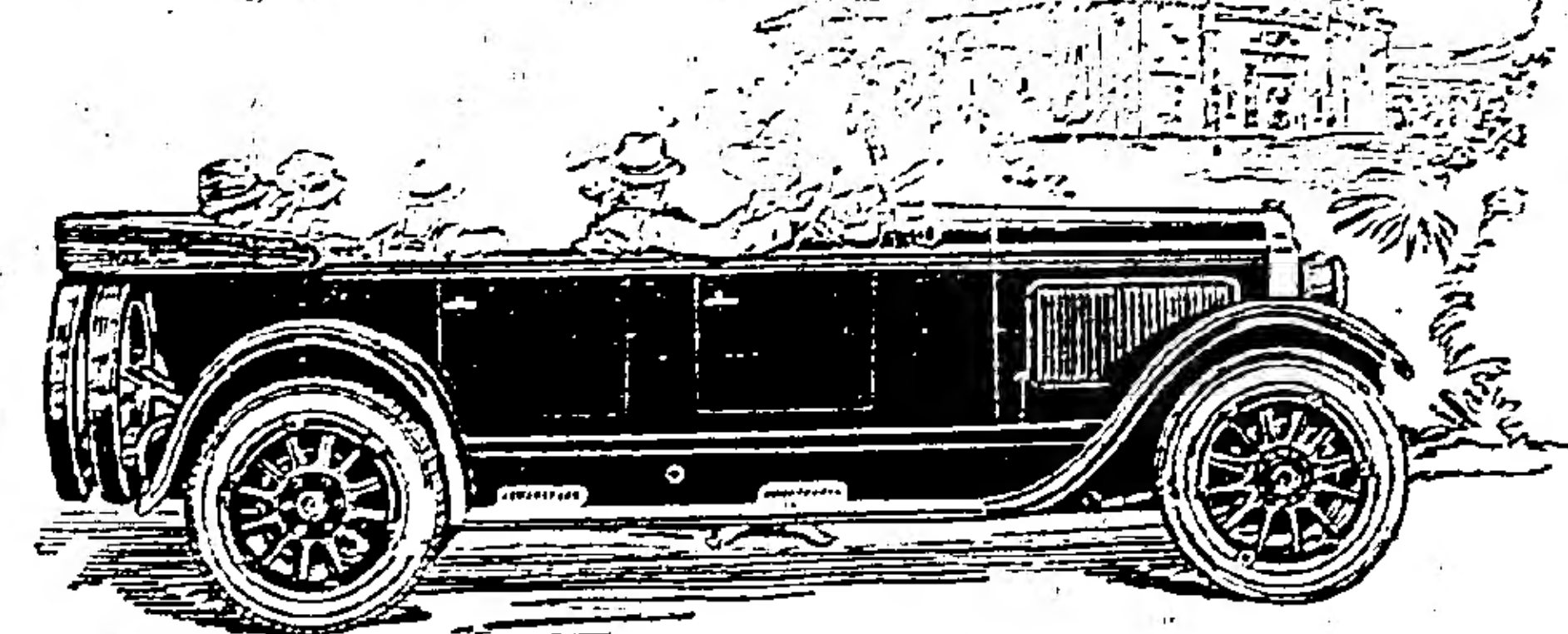
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1924 BUICKS DUE

Here November, 20th.



WE HAVE JUST RECEIVED A CABLE ADVISING US THAT THE S.S. "PRESIDENT MCKINLEY" IS BRINGING A SHIPMENT OF SEVEN SEATER 1924 LATEST MODEL

BUICKS

DON'T DECIDE ON A CAR UNTIL YOU HAVE SEEN THESE.

The Hongkong & Kowloon Taxi-Cab Co., Ltd.

33 & 35, Des Vaux Road, Central.

WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition:-

OLDSMOBILES	5 Seaters, at \$1,800.00
STUDEBAKERS	5 Seaters, at \$1,500.00
ESSEXES	5 Seaters, at \$1,500.00
ESSEX SEDAN	5 Seaters, at \$3,000.00

Write for full particulars to:-

P.O. Box 635 or Tel. K.765 (After 7 p.m.)
DEMONSTRATION TRIPS ON REQUEST.

WHEN ADJUSTING BRAKES.

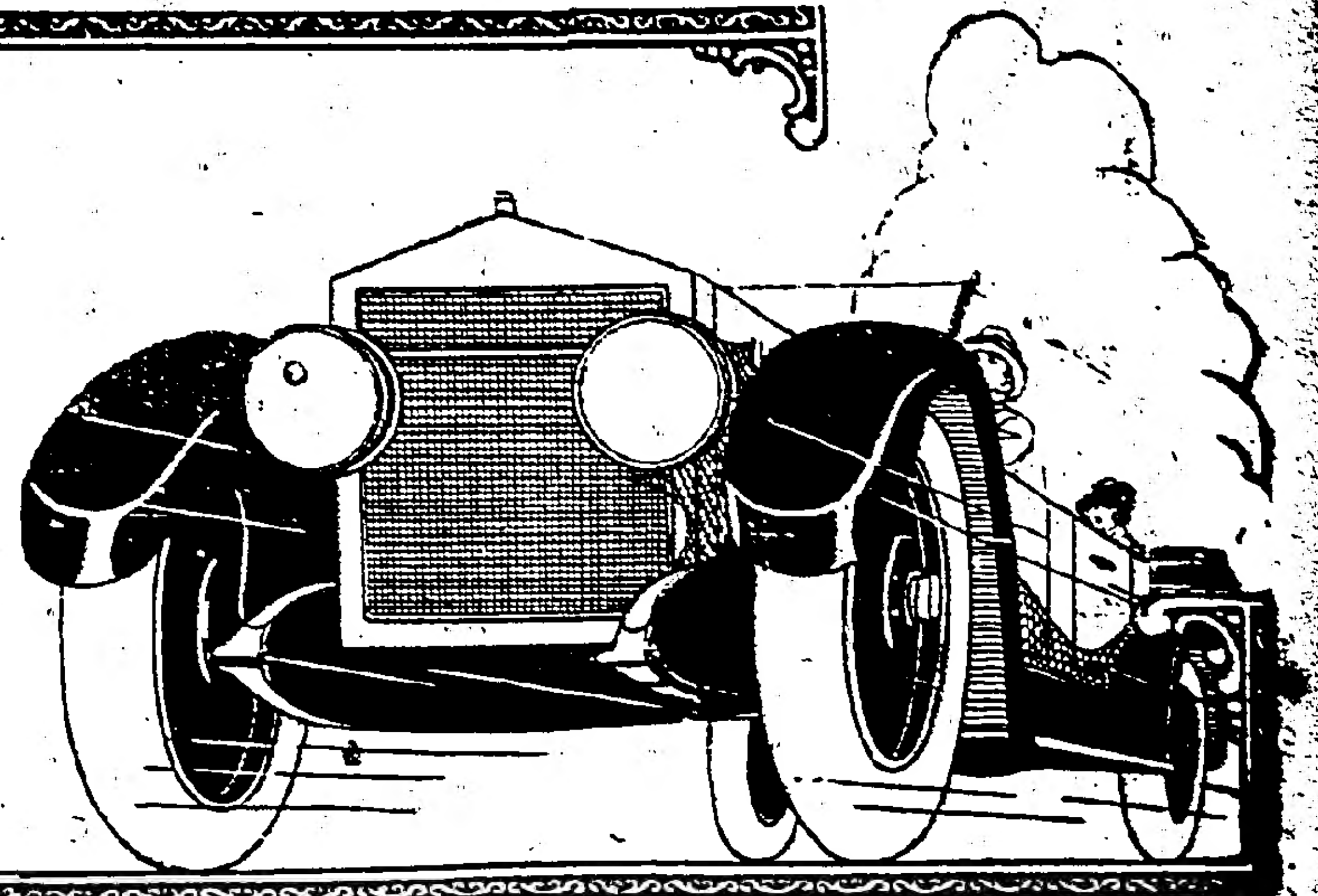
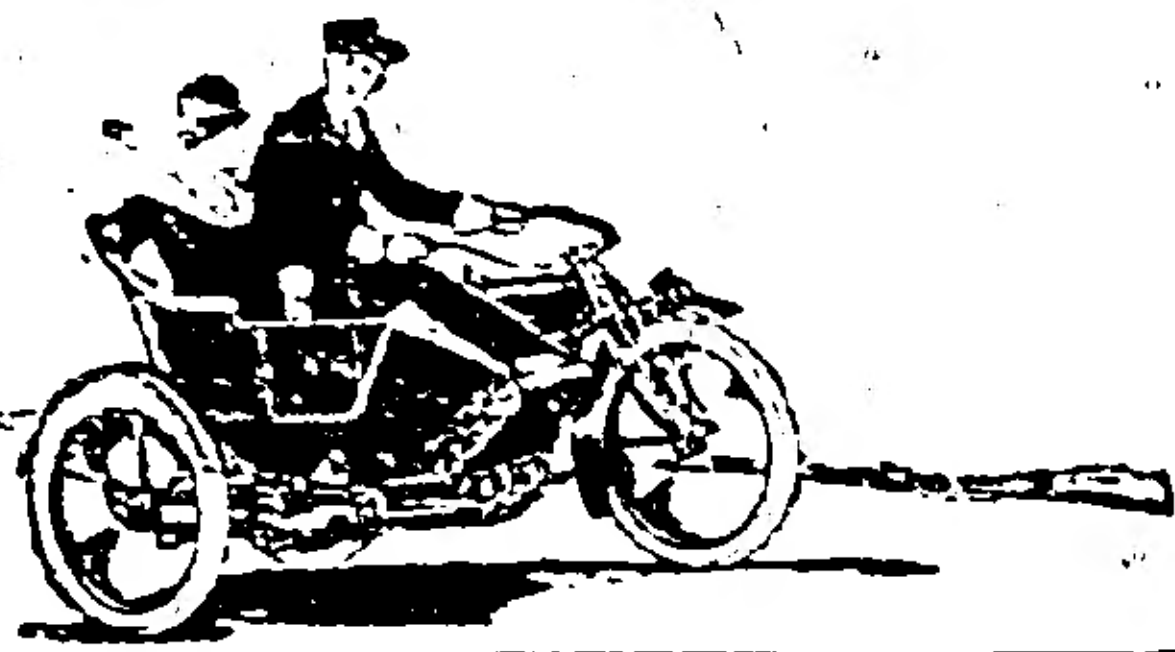
In cases where the brakes on the cars are operated by cables instead of rods, it will be found that the following hint will often effect a saving in brake linings. It usually happens that the linings are discarded before they are fully worn out, because the full adjustment has been taken up at the usual places. By taking out the pin where the cable is connected to the cam-operating lever at the rear end giving the cable a few twists, it will be found that, after replacing the pin, all slackness will be taken up. This can be done periodically until the linings have given the maximum possible service.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, Oct. 6th, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

A matter of decided importance to all motorists has been raised by the recent comments in the *Telegraph* on the powers of the police to cancel motor licences. This, as we have pointed out, is a power which the police at Home Chief and 2001 on a Royal do not possess, and we should doubt whether the system is in vogue anywhere else than in Hongkong. We assert, and we know that we have the majority of motorists with us, if indeed, not all of them—that the system is a bad one, and that it ought to be scrapped in favour of a more equitable arrangement.

Under the present method, it is possible we do not say it is done for the traffic police to make a "marked man" of any cyclist or car driver, and that is a suspicion to which the police should not lay themselves open. In reply to this point, the Captain Superintendent of Police says an offender has to be tried before his licence can be taken away, but on the C.S.P.'s own authority, we have it that a licence can be cancelled *inter uncoram*.

We read this to mean that, once a motorist has been convicted, the police can at any future time take away his licence if they find the magistrate's order to the conclusion that he ought not to be trusted on the road. That, to our way of thinking, is investing the traffic police with too much power. The police duties should only comprise the tracking down of offenders and bringing them to Court. After that, the punishment, whether it be a fine or cancellation of the licence, or both, should rest entirely with the Bench. That seems to us the common-sense and just method.

We really cannot see any reason whatever why this transfer of power should not be put into effect. It would certainly satisfy motorists and it would relieve the police of responsibility which should be borne by the magistrate. We should think the police themselves would welcome the change, because then, like Caesar's wife, they would be able to hold their heads up together above suspicion whether they deserve it or not.

Perhaps the most noticeable feature of the petrol consumption tests carried out in the New Territories on Sunday was the almost incredible consumption figure attained by the winning machine in the cycle solo class—107 miles per gallon on an Indian Scout! The makers claim 60 m.p.g., and it would perhaps not be too much to say that 107 miles has never been equalled before, and probably never will again. Hearty congratulations to the winner on a very fine feat.

The Triumphs and other English lightweights did extremely well, of course, most of them beating over the winner on m.p.g. but losing on top gear and a chauffeurs' tyre-changing contest. The prizes given were mostly in the form of useful articles needed by motorists. Now Hongkong—go and do likewise!

TUNING A MOTOR CYCLE.

FOR RECORD-BREAKING
AT BROOKLANDS.

[BY "NORTONIA".]

(Continued.)

The machine is now roughly tested and passed out of the factory, over to the man who is going to ride it on the record-breaking test. He is, of course, an expert tuner and is assisted by an army of mechanics and the designer.

The rider first runs around the track at a fairly slow speed to complete the running-in process and then he starts experimenting. If the machine has had a good bench test, the engine should want little alteration, so the rider usually fits a revolution counter to enable him to find the correct gear ratios. In some cases a machine has a countershaft, but only one gear; in other cases it has a close ratio two or three speed box, with no kickstart. After the experimenting process the machine is taken down and the rider fits the equipment he fancies or, in some cases, fits the tyres, chains, etc., of the firm who pay him most.

The A.C.U. is now notified that the machine wishes to attempt a certain record on a certain day, and everyone concerned prays for a fine day, not too hot or too cold, no rain and a slight cross wind. If a British record is to be attempted, the run is only one way. If it is a world's record, the run is both ways of the course to nullify any advantage gained by a following wind, etc.

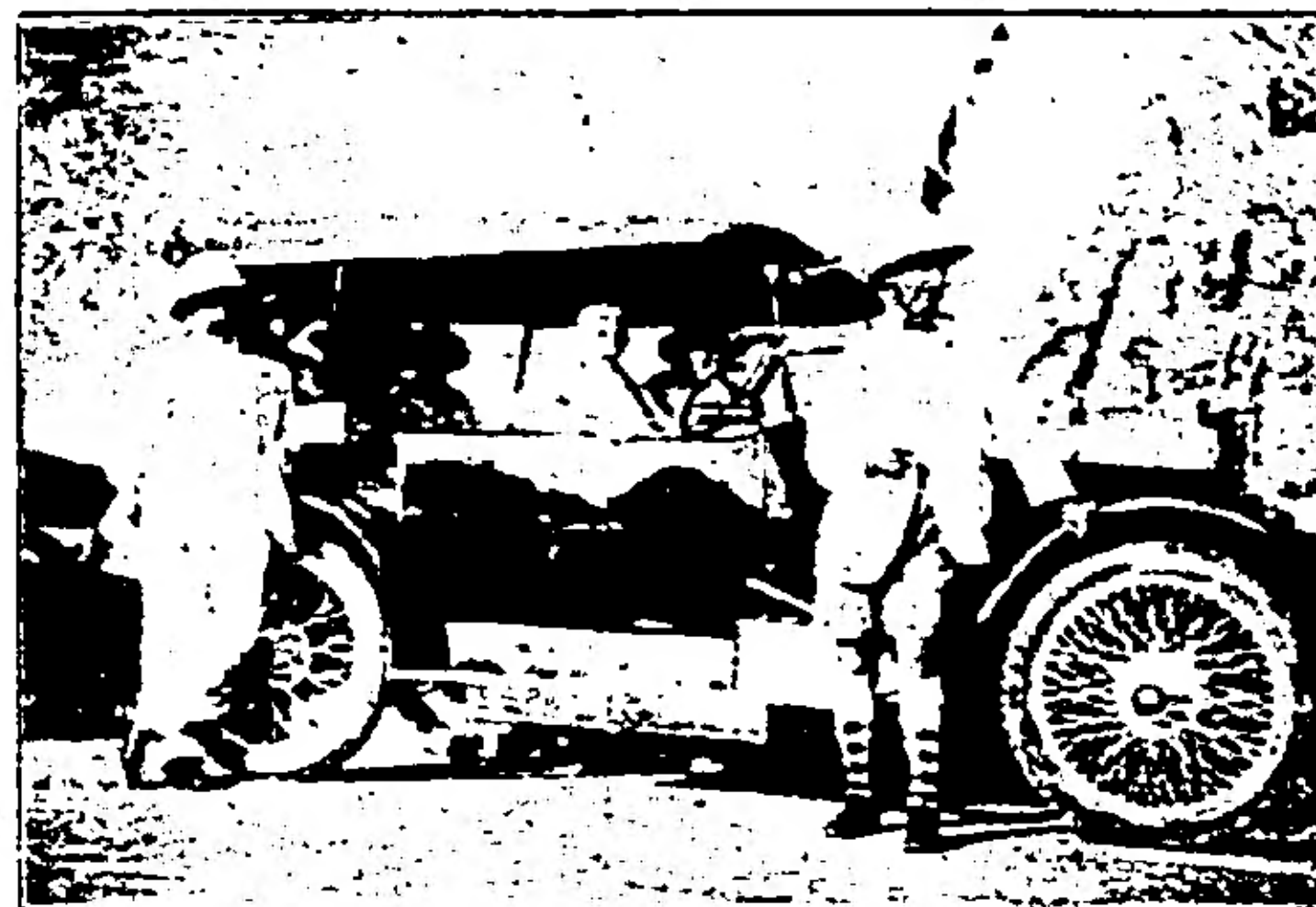
However, the great day arrives and the timing strips are laid down while the timekeeper in the timing box sees his machine is working properly and other officials are at the starting and finishing points. The machine is given a run around the track to warm up the engine, and support the record is a flying start, he carries straight on if a standing start, he stops with his front wheel on the timing strip. He may either start on the clutch with engine running or be pushed off with engine stopped. As soon as he crosses the strip, the timing machine starts to record, something like a tape machine.

The whole run is now a struggle between man and machine. Obviously the nearer to the inside edge of the track the rider can keep his machine, the less distance he has to travel. Motor cycle records used to be timed on a ten-foot line; that is, the distance around the track was the inner edge (lap about 234 miles), and it takes an extremely good rider on an extremely good machine to keep any of the 10' line. The machine always has a tendency to climb the banking and get farther away, and the higher the speed the farther away the machine gets. For this reason, cars are timed on a 50' line.

At the end of the ride there is another timing strip and the rider's pit helper waves a huge check flag to signify the end. Should it be a long distance record, there is a depot (called a pit) at the side of the track where spare wheels, plugs, chains, oil and petrol are laid out on a counter and a band of helpers pounce on the machine when the rider pulls up, and hastily fill up or change anything. The engine may not be replaced, neither may the frame, but tyres, wheels, etc., may be, during a long run and on the side of a long race or ride is the pit service of different riders.

[Next week:—"Overhauling a 4-Cylinder machine."]

THE WINNING CAR.



Mr. J. Parsons (right) is here seen with his Buick, which won the fuel consumption test for cars last Sunday. Mr. A. H. Rowe, who drove the car, is at the wheel.

PROBLEM OF ROAD ACCIDENTS.

Non-Motoring End of the Story.

A motoring correspondent, writing in a Home paper, says in certain circumstances the most careful and experienced driver in the world can become the indirect instrument through which a serious accident occurs. At the moment no section of officialdom is endeavouring to improve Safety First conditions from the non-motoring end, which is the vast percentage of cause.

To prove how necessary such action is, I quote the recent dictum of the Westminster coroner, Mr. S. I. Oddie, whose opinion must carry the due weight which the experience he refers to commands. He said:

In the last ten years I have had 914 deaths. In only 32 have there been verdicts of negligence, not criminal negligence, and in only 13 have there been verdicts of manslaughter due to gross and culpable negligence.

"Speaking broadly, the cause of accidents is very commonly the fault of the pedestrian. Amongst the commonest causes are crossing the street without looking, crossing in front of one vehicle, and being killed by another overtaking it, the driver of which was quite unable to see the person crossing between two vehicles going the same way, the driver and crossing between vehicles and being killed by the opposite way. Once again, another coming in the opposite direction."

It is seen, therefore, that during a 10 years' period, culpable negligence was assigned to the driver in under one and a half per cent. of these deplorable accidents.

In view of the ever-increasing growth of mechanical traction,

and the facts given by this coroner, is it not time that steps were taken to try and educate the non-motoring section of the community to a better appreciation of Safety First principles?

HOW ACCIDENTS HAPPEN.

Mr. Oddie makes four important points in his statement, and all who have Safety First principles at heart should appreciate their full significance.

The first one is that "the cause of accidents is very commonly the fault of the pedestrian." That statement is fully corroborated by the official statistics prepared by the Ministry of Transport on the same subject.

The next point is that "crossing the street without looking" is one of the commonest causes of fatal accidents. As some 3,000 persons lose their lives each year in such accidents, would it not be to the nation's advantage to have "Look before you cross" notices on lamp posts, refuges, and similar places?

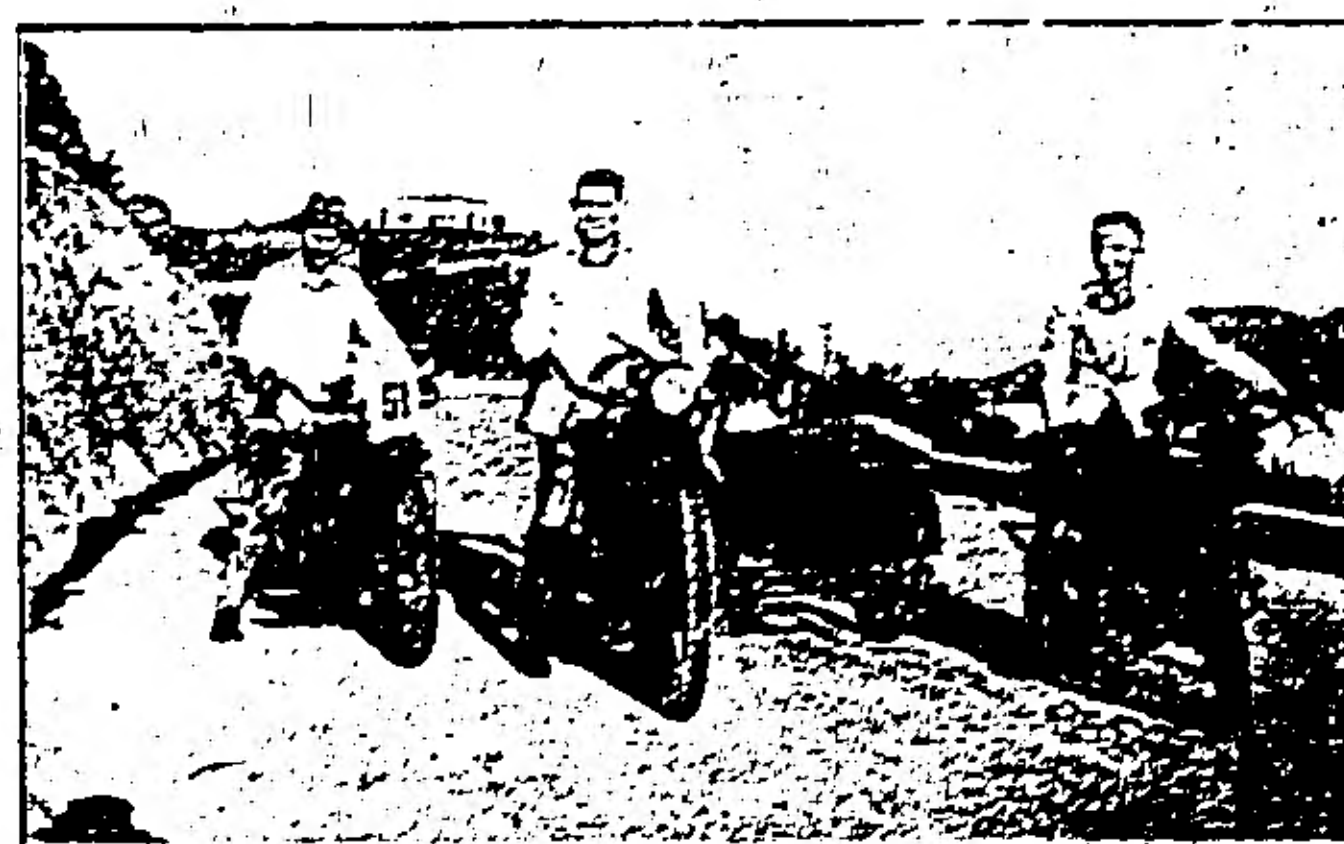
The next most fruitful source of fatal accident is crossing in front of one vehicle to be knocked down by another vehicle overtaking the former. Here again various types of educative propaganda should prove helpful.

A PUBLIC AUTHORITY.

The third error amongst pedestrians is that committed when a person crosses between two vehicles going the same way, the driver and crossing between vehicles and being killed by the opposite way. Once again, only by some species of educative propaganda can such thoughtless mistakes be eradicated.

But the great point is that if nearly 99 per cent. of these accidents are caused through the victim's own fault, it is necessary to educate that element of the danger.

MOTOR CYCLE WINNER.



On the extreme left (No. 51) is Mr. A. Young, who won the fuel consumption test for motor cycles last Sunday's competition. Next to him is Mr. Ellwood, also a competitor, with Mr. R. Earnshaw on extreme right.

SUNDAY'S FUEL TRIALS.

Chats with Some of the Winners.

SOME FINE PERFORMANCES.

Sunday's fuel consumption tests, carried out in the New Territories, proved in every way a complete success. Some really remarkable results were achieved. We have been fortunate enough to secure brief interviews with some of the prize-winners, whose statements will no doubt prove of general interest to the motoring public.

FINE FEAT BY A BUICK.

Seen by a *Telegraph* representative, Mr. J. Parsons, the owner of the winning car, stated that his car was a six-cylinder 27.3 h.p. Buick (five passengers) which he purchased in 1922. At the time of purchase, the car had run about 6,000 miles and to date, the speedometer registers close on 20,000 miles.

"This goes to show," said Mr. Parsons, "that a Buick after completing 20,000 miles with a little personal attention, can successfully compete with new models of other makers now running in Hongkong. It is really a remarkable performance and I feel sure it will interest the manufacturers, who have now turned out over a million Buicks, which is sufficient evidence of the popularity of this car."

Asked about his previous experiences, Mr. Parsons said: "Before the motor trials, my car made 23.5 miles per gallon at a speed of 24 miles per hour, a point which has always pleased me when discussing motors with other enthusiasts." Mr. Parsons added that it was good to see that makers are now giving more attention to carburetors and fuel consumption.

"It is interesting to note," continued Mr. Parsons, "that Mr. A. H. Rowe has beaten all competitors in the Pacific Coast Classics of 1922, the winning car making 49.37 ton miles per gallon on a consumption of 29.38 miles per gallon, as compared with 55 ton miles per gallon on a consumption of 30.42 miles per gallon with my Buick in Sunday's test, and he is to be congratulated on the way he tuned up the engine and handled the car to obtain such a big margin of 9.07 ton miles and 7.27 miles per gallon over and above the competitor making second place. It is a record that will take some beating in Hongkong." The car used "Shell" spirit.

THE COMBINATION WINNER.

Mr. A. Gascon, the winner of the cycle combination event, seen by a *Telegraph* representative, said he was more than satisfied at the good results which he attained. "It was the best test I have ever done," he remarked. "I attribute my success chiefly to a new type of carburetor—a Schebler de Luxe, a special feature of which is the two-needle valve: one for high and the other for low speed." Asked what speed he did, Mr. Gascon said he averaged between 37 and 40 miles on the straight

keeping his machine steady at that rate as far as possible. Uphill, he averaged about 25 miles, and he cut off gas before getting to the top if there was a possible chance of doing any coasting on the other side. "I coasted whenever I got the chance," he added, and my passenger and I kept her going as long as we could by swaying our bodies forward in unison.

"Shell" spirit was used. Another precaution which Mr. Gascon took, he told our representative, was to cover up his tank when stopping, in order to prevent as far as possible the evaporation of spirit. "I am more than satisfied with the work of my Harley-Davidson," added Mr. Gascon in conclusion.

ENFIELD'S GOOD WORK.

Mr. C. W. Jeffries, who came second in the combination class, told a *Telegraph* man that his machine was a Royal Enfield, with 8 h.p. twin J.A.P. engine, "Amac" automatic carburetor. He used "Shell" spirit whilst the oil used was Price's "Huile de Luxe." His tyres were:—Driving wheel, Goodyear Cord; front wheel, Dunlop Magnum; sidecar wheel, Palmer.

Regarding his speed, Mr. Jeffries said the run occupied 1 hour 45 minutes, and the homeward run ten minutes less. Both runs were on unchanged top gear, and he made no stops either way. "I coasted Tin Wan Hill both outward and homeward," said Mr. Jeffries; "otherwise my engine was in gear throughout."

Asked if he made any special preparation for the run, Mr. Jeffries replied in the negative, with the exception that on the previous day he gave the machine thorough lubrication and cleaned the crankcase with paraffin.

A TRIUMPH'S GOOD RUN.

Mr. H. W. Chaney, who came second in the cycle solos on a 1920 model Triumph, told a *Telegraph* representative that the most he had ever done before was about 100 miles to the gallon, but on this occasion he did more than 117 miles. His carburetor was an old B. & B. type which had been in use for some years; he used "Shell" spirit and "Mobil" oil. His tyres were one Dunlop and one United States.

"I consider that my performance speaks well for the Triumph," said Mr. Chaney, "especially remembering that it was an old chain-cum-belt model about three years old."

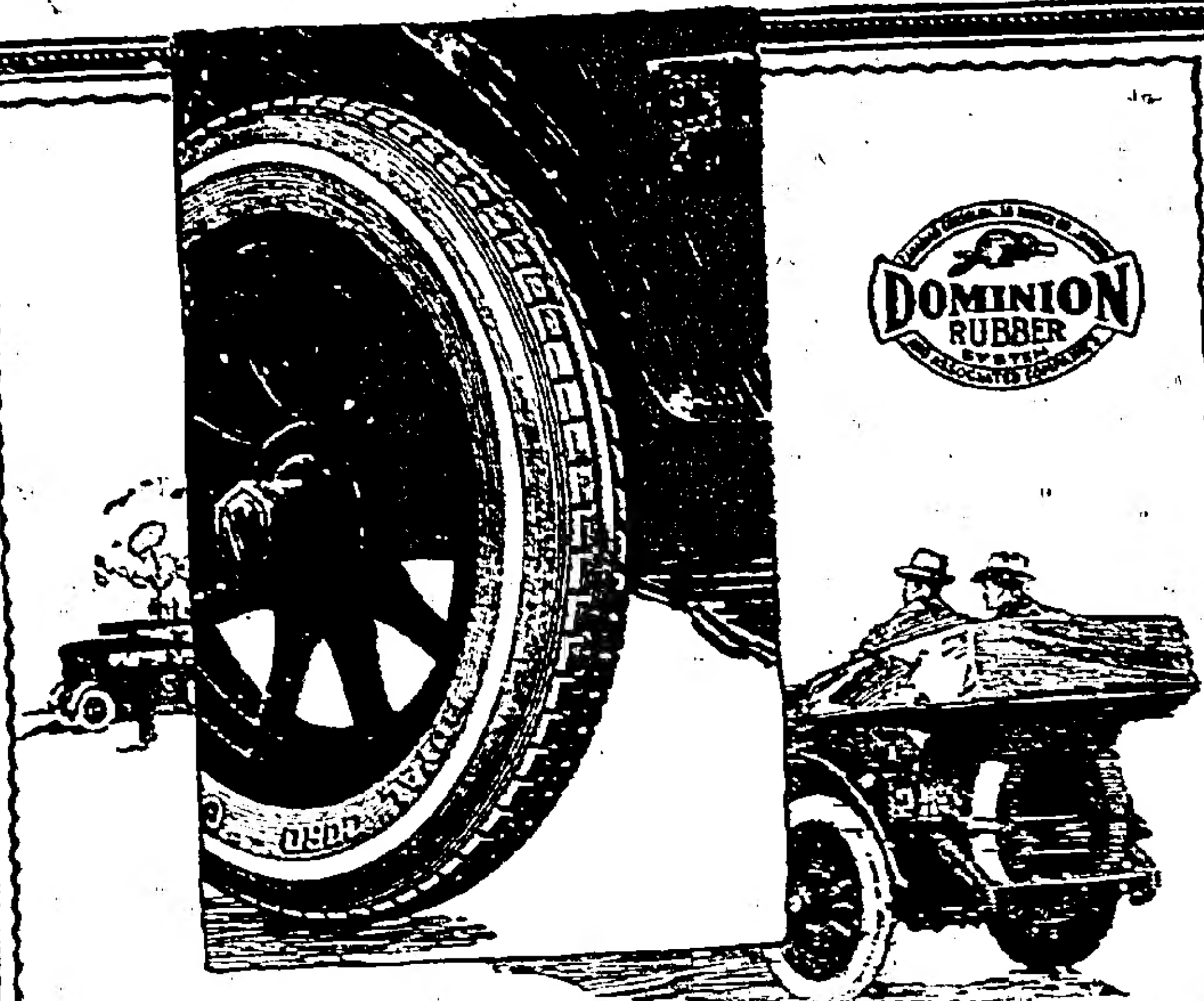
Mr. Chaney said that he averaged a speed of between 20 and 25 miles per hour all the way round. He had a burst tyre at Fanling, but with the assistance of one of the officials of the contests he put a light-car tube in and, as he remarked, "made it do." He had no other coppies and he found the course an excellent one for such a contest.

THREE MILES PER MONTH.

"Too much by no means designed as a speed machine (its maximum is about thirty-five miles per annum), high averages can be maintained in comfort."—The heading of the article from which this gem is extracted, is "A Real All-Weather Machine." It is just as well that it is.

DON'T FORGET THE SPARE.

When you are looking over the tires on your car, don't forget the spare tire you are carrying behind. Unless it is covered to protect it from light, water, oil and heat, it will rapidly deteriorate. These "enemies of rubber" will take the life out of any rubber product in a short time.



In Royal Cord Tyres there are no gross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life

ALL SIZES IN STOCK
COMPETITIVE PRICES
Sole Agents—
HONGKONG HOTEL GARAGE

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Most Miles per Dollar

Get a set these Gum-Dipped Cords from—

The DRAGON MOTOR CAR Co., Ltd. DISTRIBUTORS

Ford

THE UNIVERSAL CAR

TOURING CARS ... H.K. \$ 1250
SEDANS (WIRE WHEELS) ... H.K. \$ 1600
TRUCKS ... H.K. \$ 1175

DELIVERIES OF TOURING CARS AND
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TRUCKS FROM OUR NEXT SHIPMENT
ALL ELECTRICALLY EQUIPPED WITH
STARTERS.

ALEX ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR
THE ABOVE

PETROL PRICES.

Possibility of a Rise.

Washington, Aug. 25.—Promiscuous country-wide side-slashing of gasoline prices has brought temporary joy to the motorist, but is leaving him in a quandary as to the cause and effect of it all.

With oil gushing out of the earth in such enormous quantities that the flow can hardly be controlled, it is no wonder that a cry should be raised against the prices that existed before the general downfall. It has been known for quite a while that production was far exceeding consumption, despite the enormous increase of automobiles on the highway.

In fact, the situation became so unwieldy that producers were forced to shut down in the refining of oil for gasoline. An oversupply of some eight or ten million gallons, a few months ago, was suggested for distribution among the retailers so as not to cause a panicky situation among the refiners.

SECRET LEARNED.

It was this condition, at first held secret among the producers and refiners, that cropped out and was caught upon as good cause for a general reduction in gasoline prices. The cry of some of them that the present low prices in some of the western states have been made at a loss does not seem to cause any worry among those authorities and consumers who started the trouble.

But, generally, oil men believe the situation will level itself down to an average reduction of 2 or 3 cents from the prices that existed before the wild cutting. In some of the states, like Ohio, and farther east, this conservative reduction has already been made, and it is expected it will act as a stabilizer for the whole industry. The low prices of 11 to 18.6 cents a gallon will be raised gradually to about 18 or 20 cents, it is predicted, and thus they will remain at least for another year.

Oil men do not deny that they can afford to cut prices. They realize that is the best way to get rid of their surplus stock. But they do not relish the recent heavy slashing to which they were forced by the action of the governor of South Dakota and others. It is below cost, they cry.

FUTURE PRICES.

Well, the price will return gradually and in a month or more. That is generally taken for granted. It will go back as soon as the present excitement over gasoline dies down.

But it will not go back to the former level. Instead, the price generally will stop at about 18 or 20 cents and remain there perhaps over next winter and spring.

In all, the producers have learned this lesson from their folly:

They are curbing their zeal for the production of gasoline beyond the capacity of consumption.

PROTECTION TO WIRES.

To prevent a short circuit, slip a small piece of rubber tubing over the wire at the point where the contact might occur.

ADJUSTING THE CARBURETTER.

How to Remedy the Most Usual Troubles.

Luckily, it is not often that the owner-driver is called upon to adjust his carburetter, says Capt. F. de Normerville in the *July Chronicle*. It is a lot of tricks of which most motorists have a general idea, but few really understand its detail functioning.

Before you begin to adjust the carburetter, it is of course, somewhat desirable that you should know whether the trouble you want to remedy is really carburetter or magneto! The symptoms are frequently rather akin.

Misfiring due to carburetter trouble can generally be distinguished from the similar complaint due to faulty magneto, by the presence of "popping back."

Sometimes the trouble is due to water in the fuel, and if you race the engine, close the throttle suddenly, and open it again suddenly, you can often draw the water out of the float chamber without leaving the driving seat.

WATER IN THE FLOAT CHAMBER.

Reducing the matter to its essential elements, I will give you the "make up" of a carburetter and its functioning, so that you may see what you are after when making adjustments.

First, there is the float chamber. This should but very rarely require attention unless water gets in it, which you cannot draw off by racing the engine.

Turn off the petrol first. There is usually a little spring clip holding the cover on. Move the spring clip so that the cover can come off. Generally the cover will lift off, but sometimes it wants turning round part of a circle before it lifts off.

When the cover is off, you will see a "needle" attached to it which goes down through a hole in the centre of the float, which you will also see now.

With a long match each side of the float, you can lift the float sufficiently to get it out. With clean rag, soak up the petrol in the float chamber, and also the water and any particles of dirt.

SOME OTHER TROUBLES.

If the carburetter has shown any signs of flooding, now look at the tapered end of the needle. If it looks "ridgy," polish it to a clean finished surface with a piece of fine emery cloth, taking care to revolve the needle, so as not to polish one side more than another.

If you have persistent bad flooding, it will be due to one of two causes—both, luckily, of very rare occurrence. The float may be punctured, or the needle may have changed position relatively to the collar you will see on it, in which the counter weights act to control the vertical movement of the needle.

ON CLEANING THE JETS.

If a novice is overtaken by either of these defects, he or she had better make for the nearest garage, or claim assistance from an experienced passing motorist.

Then you have the jets to consider, and there are usually two three, or four of them. On most types you have a slow running device and a main jet and a secondary (or compensating) jet. These jets occasionally get choked up with a particle of dirt. They are readily accessible with the special jet cleaners provided but you usually have to unscrew them from the bottom.

THE MEETING-GROUND.



Another picture of the starting point of last Sunday's Fuel Consumption Test.

THE STARTING POINT.



Scene at the starting point of last Sunday's Fuel Consumption Test.

THORNYCROFT

COMMERCIAL VEHICLES

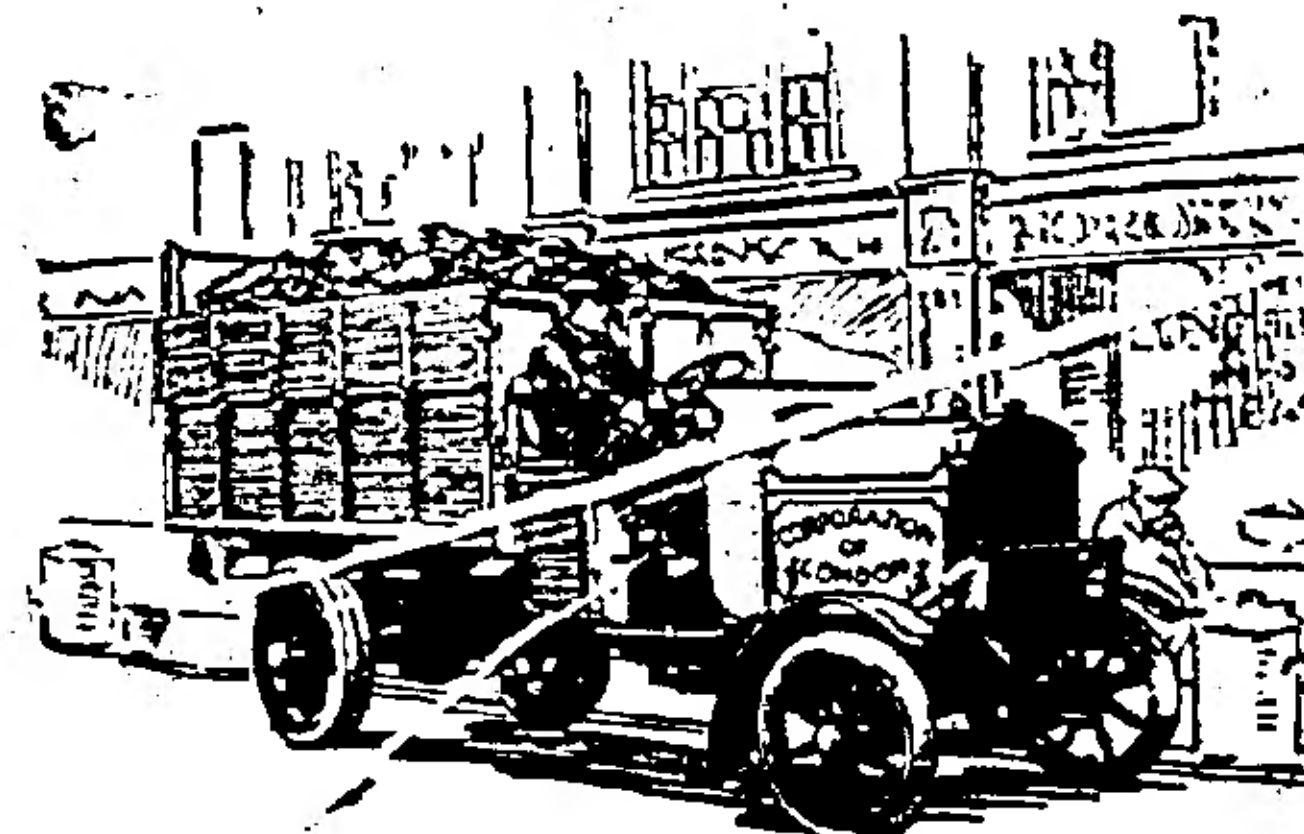
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Our methods of doing business and the very reasonable charge we make for high class work has won us high reputation among motorists.

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NOTICE TO ADVERTISERS

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1923 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set.

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Price:— H. K. \$875.00

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HORNETS AND HUMANS.

SOME REFLECTIONS ON NATURE.

(“Telegraph” Special)

The Man was interested. A hornet—it might have been two—anyway, a hornet was systematically flying in and out of our verandah. It was watched, and discovered to be on visiting terms with a tall flower-pot stand, the interior of which was easily accessible through the ornamentation.

I spoke warning words of the evil habits of hornets.

The Man was interested; the hornet must not be molested. The matter slipped from my mind. Two or three days passed, and I was quite sure of the gregarious habits of the insect: he was not alone; his relations were with him. I made remarks upon the general contour of a hornet: he was a relic of the Victorian Era at its worst; he was an anachronism; he should be abolished. Still the Man was kindly and tolerantly detached. Alien immigration and Anti-Colonisation Acts were far from his mind.

Quite a long time had elapsed, now, and friends were undoubtedly added to relations. Things were getting serious; the Man must be roused. I instanced cases of people stung by hornets—great pain—dangerous. Yes, admitted the Man, clumsy people bumped into them and frightened them: no wild creature would attack unless provoked.

How to do it? Cajoling perhaps reasonable requests. Try, said I, at any rate look and see what they are doing.

Unwillingly the Man rose and approached the stand, carefully, in case of wandering insects, the thing was raised, and a cursory glance taken. Enough! The train was not only laid, the mine exploded. The Man became an incarnate fury of destruction. The household was summoned; a net, oil, matches in all directions we flew.

The slaughter over, we examined their habitation. It was a wonderful piece of work. With extraordinary craft the little creatures had fashioned a miniature hive. Tirelessly working, they had constructed the symmetrical dome, that was so easily removed. What mighty Power working with the patience of the infinite through the Ages had implanted this home-building instinct? A sight it was to give pause to the most egoistic. There within, exposed to view by the ruthless removal of its cover, lay their world: each curiously-fashioned cell contained its fat, squirming grub, a score of them or more altogether; and now to be destroyed. Foolish creatures to think you were safe in the abode of Man! Man the Extremist: Man the Fittest.

It reminded me of India: only in that case it was Humans and not Hornets. In India, as here, you have across the way a “cook-house”—there are some words that arouse in me a bitter hatred, and this is one. In long forgotten days, when the first white men were in India, their food was cooked in the cookhouse in *dekhies* over wood fires; and it was always smoking, but they heeded it not. These places were not large. Abdullah, our boy, had many relations. He was under fearful penalties to keep them within limits in the cookhouse. The days went peacefully by: an

ayah would slip in; a naked baby would crawl round. It was the Man this time who occasionally commented thereon.

Came a day when the relations argued beyond all reasonable limits while the Man slept. They were seated hiva fashion round their “hubble bubble”; there were various isolated units in odd corners, even as the hornets. It was not possible to take quite such vigorous steps to ensure their extermination, but the Man in wrath is a sufficiently alarming figure, and in a short space they were not.

On reflection I do not think that the insect I have called a hornet is a hornet. The English hornet is a large, wasp-like creature—an ogre of the country lanes. I well remember how, in my childhood, tales of these ferocious creatures (their sting would kill a horse) haunted our rambles, and made excursions into hedges and over ditches fearsome and crusading enterprises. At home, now, one can buy books, many books, and one can know the lengthy appellations of the tiniest things that crawl. One can find the names of the humbles; and most insignificant of wild flowers. The country children, too, have delightful names for them—often a treasure house of folk lore. There is an abiding joy in finding out these names. The scientific ones, of course, are useful for examinations, and it is frightfully nice to be able to electrify some prigish person with polysyllabic utterances; but the dear, intimate names of childhood are forever hallowed. I do not think much of science after all.

Various kind neighbours, knowing my weakness for beetles, bring along on occasion such of the more startling as come their way—huge armoured beetles, long-antennae crickets, etc. Our house is full of innocent-looking matchboxes that are opened by the unsuspecting and dropped with shrieks.

One of these friends has a small boy who has reached the age of multitudinous questionings. “Daddy,” he says, “where does prickly-heat come from?” Daddy looks despairingly round: I hastily depart in search of my own small daughter, who is also in this stage. “Mother,” says she, “what is a fly’s tongue like?”

Science certainly has its uses: I must make a more exhaustive search of the Hongkong book shops.

B. C. W.

A PUZZLE A DAY.

P H E
O S O R
C I S

Arrange the mixed-up group of letters, and figures shown above, and set them in line, so that they will form a sensible statement. They may be inverted, joined together, or treated in any way you wish, provided they are all utilized.

Yesterday’s answer: The number in the verse is SEVEN. It is an odd number; cut off its head (S), and it will be EVEN. Take away the tail (N), and EVE, a girl’s name, remains.

IT’S JOSEPH’S LAUGH.

BY BERTON BRALEY.

Joseph was a business man whose mind was very keen. And during all the fat years, he figured on the lean; So when the land of Egypt had seven years of drought, Why, Egypt had a lot of grain—and naught to fret about!

Joseph was a business man, as Bible study shows. He had the common sense to see a bit beyond his nose; For thousand years ago it was that Joseph lived on earth, Yet, when the years are opulent, WE never plan for dearth.

When there are bread lines in the streets, when men are unemployed,

We say, “This is a sort of thing we really can’t avoid.” Perhaps we blandly cogitate that “something should be done.” But mostly we are helpless till the famine’s course is run.

And when the slump is over and prosperity’s returned, We quite forget the lesson which was fully learned; We lay aside our plans to fight the famine that was lurking, For “What’s the use of worrying when everybody’s working?”

Joseph was a business man who kept his country fed. Because he used the canny brains he carried in his head. But if the soul of Joseph ever looks down from above us, I don’t think we’d be flattered by his frank opinion of us!

THE YACHT CLUB.

POINTS FROM ANNUAL REPORT.

From the annual report of the Royal Hongkong Yacht Club we extract the following:

The membership of the Club steadily increases, sixty-eight new members being admitted during the past year. The membership now stands at—Lady members 8, members and subscribers, 265. Total, 273.

The bar profit for the year is \$641.07, an increase over the previous year of \$164.75 despite the fact that this year wages have cost \$140.30 more than last.

Subscriptions from sailing & rowing members and bathing members have decreased by \$205 and \$475 respectively. A new source of subscriptions arose from the bowling section of the Club which has been in action for the last six months and accounts for \$195 during that period.

Other new sources of income are locker fees and mooring fees. In connection with the latter a sum of \$105 has been expended on mooring during the year. The usual annual contribution of \$150 was made to the Library, and binding expenses amounted to \$11.75.

The year’s working resulted in a profit to the Club of \$102.73 as against a loss of \$90.14 last year. Ordinary income has decreased by \$147.16 and ordinary expenditure has decreased by \$253.42 as compared with last year.

It will be noticed this year that sailing entrance fees have safely covered the cost of sailing prizes, a small surplus of \$14.30 being made. The expenses and cost of prizes of the opening cruise and gala day have been refunded by the Commodore and Vice-Commodore, the Club sustaining no loss on either of these items. Similarly the total cost of the closing cruise and interport regatta was met by contributions from prominent residents and members who are interested in the welfare of the Club.

On perusal of the balance sheet it will be noticed that through the further generosity of ex-Commodore F. Smyth new assets appear in the form of a border to the new bowling green, garden seats and sprayer. During the year a larger number of new members have been elected, receipts for entrance fees amounting to \$1,700 as compared with \$696 for last year. Reserve Account now stands at \$11,041.77 showing an increase of \$2,148.97 on last year’s figure.

The Club-house required little expenditure in general upkeep, but painting will have to be undertaken in the near future and renewal of gymnasium floor will require attention very soon.

Unfortunately the club-house and lawn suffered considerable damage by typhoon which will run the Club into unlooked-for expense, but the repairs are well in hand and little or no inconvenience has been caused to members. The Committee are indebted to Mr. E. S. Carter for supervising these repairs.

The Committee take pleasure in recording their thanks to Mr. D. K. Blair for his useful gifts of furniture, the Union Insurance Society of Canton, Ltd., for a fully rigged model of an old China tea chopper, and Mr. W. S. Eaton, of Boston, U.S.A. for a handsome framed photograph of his 60-ton schooner “Taormina.”

The Bowling Lawn was brought into use for the first time on the 10th February, and due to the care and attention of Messrs. Carpenter and Brayfield has since much improved.

The past season has witnessed not only an increase in membership, but increased general interest in all the Club’s activities, and in spite of the somewhat inconvenient journey much more use has been made Club premises than heretofore.

Bathing members were again admitted for the season, and ample accommodation was made for ladies and children. Unfortunately the water has been, for the most part of the season, extremely dirty, due to oil and nullah refuse. Application has been made to the authorities, and it is to be hoped some steps will be taken to abate the nuisance before next summer.

THOUSAND-GUINEA DOG.

Messrs. Spratts, Ltd., recently shipped to New York the fox-terrier dog Champion Barrington Bridgegroom, which is valued at nearly 1,000 guineas. The dog has won eight champion certificates, and is sire of four other champion terriers. He is being sent to an American gentleman at Wellware, Mass.

DAIRY FARM NEWS

—and the best you’ve heard for a long time.

We have just received a shipment of

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Red Spring Salmon,

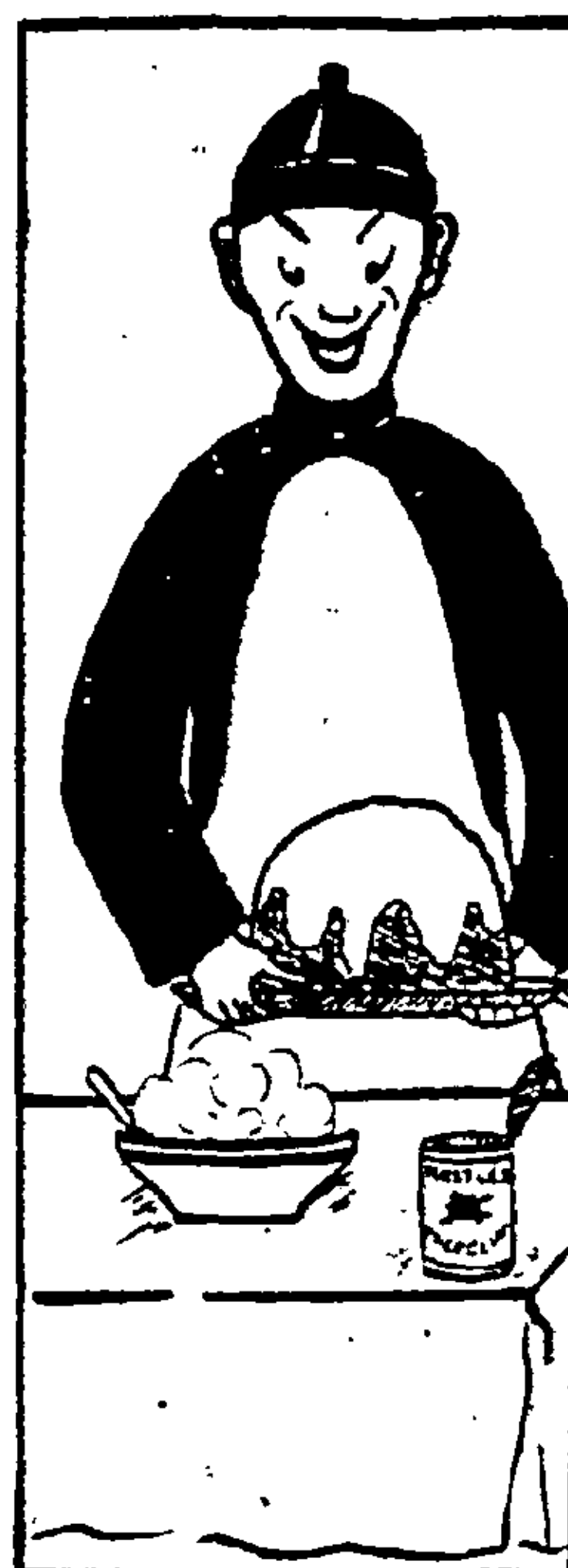
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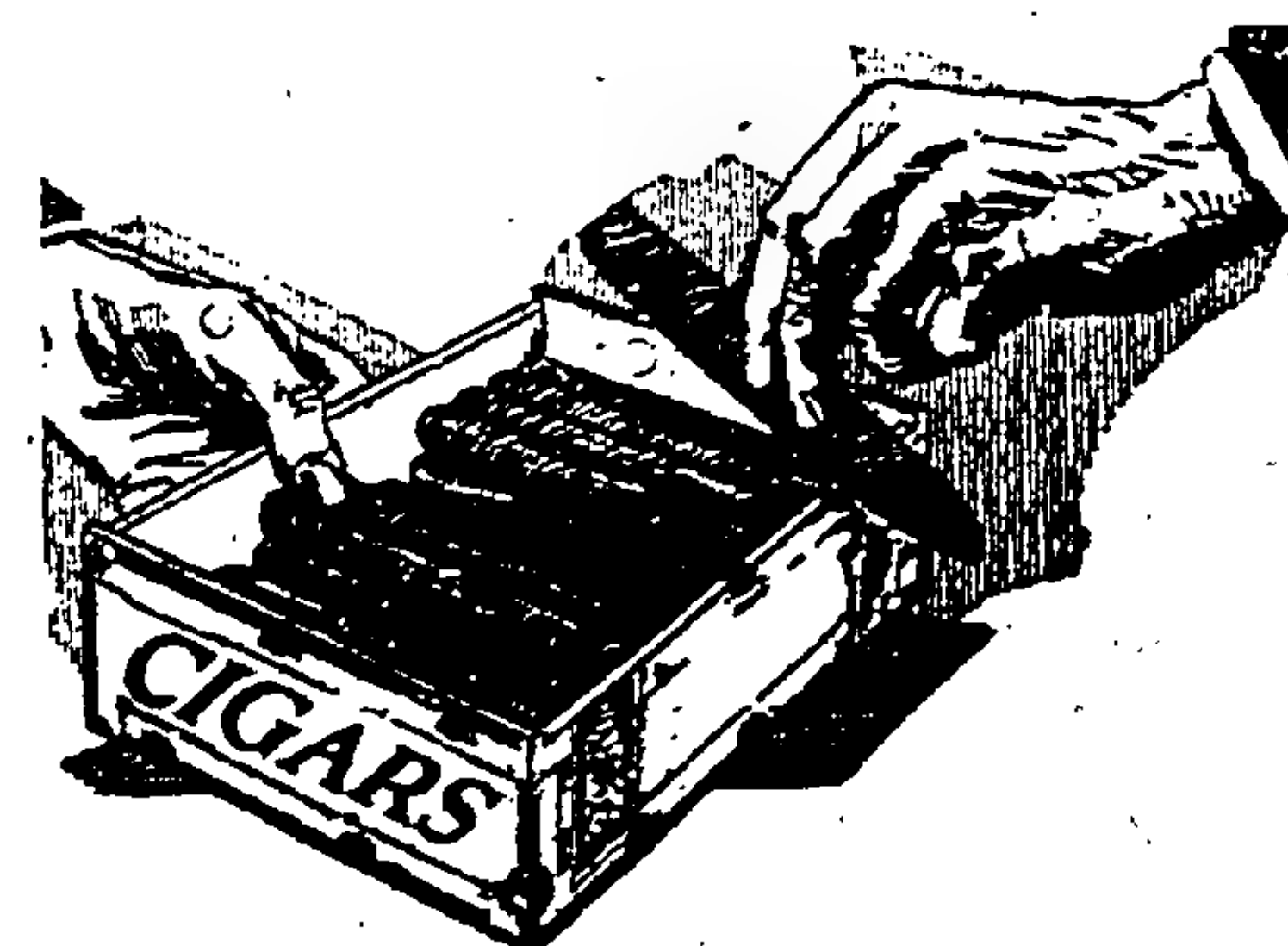
Three sizes of tins are sold:
11 oz. 5½ oz. 4 oz.



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Send you a copy of the “Cream Confections”—a recipe book giving directions for making 77 tempting dishes.



Have a cigar! I can recommend them.

They came from

THE HONGKONG CIGAR STORE
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THE IDEAL TEACHER.

Praise Better Than Fault Finding.

In presenting the prizes at the Norwich Training College, the Bishop of Norwich gave from his own experience as a schoolmaster the following advice to future teachers:—

Love your subject; such love is infectious. Those who work for salary alone will have no enthusiasm.

Keep your own study fresh; he teaches best who knows more than he brings out.

Do not rely too far on machinery and apparatus; Dr. Westcott taught in a hay loft. Education is human.

The true disciplinarian is one who controls by quiet personality like a good chairman or the leader of a party. One in control of a class should be as unruffled as in his own armchair at home.

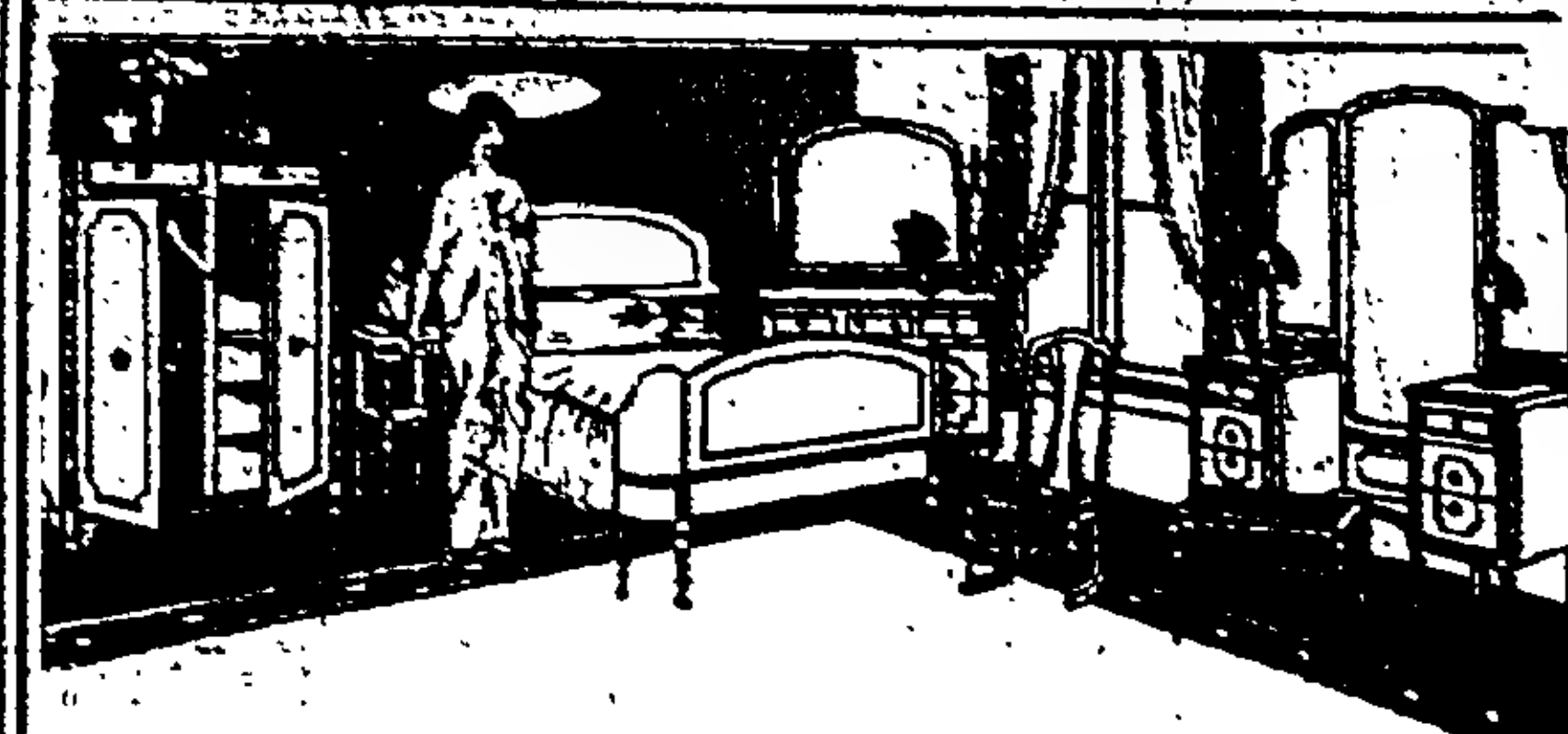
I always despised the teacher who had to rely upon punishment.

Praise, and not fault-finding, is the teacher's best weapon.

Wisely make friends of your pupils, and they will confide in you; but do not make yourself cheap. You must be their hero as well as their companion.

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A FAMOUS CANADIAN BEER

U.B.C. (LION BRAND)

There once was a ginger named Bing,
Who said "Lion Beer is the thing."

"If you're off your long legs"

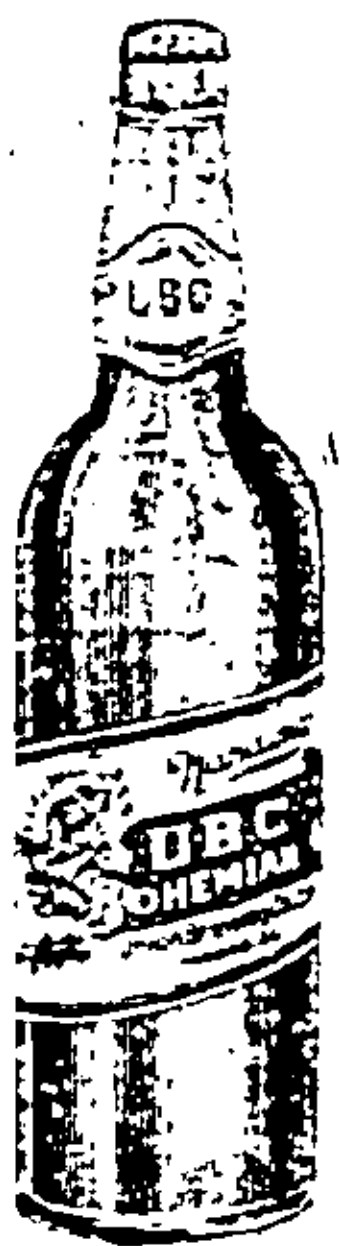
"Take a part of the same."

"You'll do as my partner, a Fan Lion."

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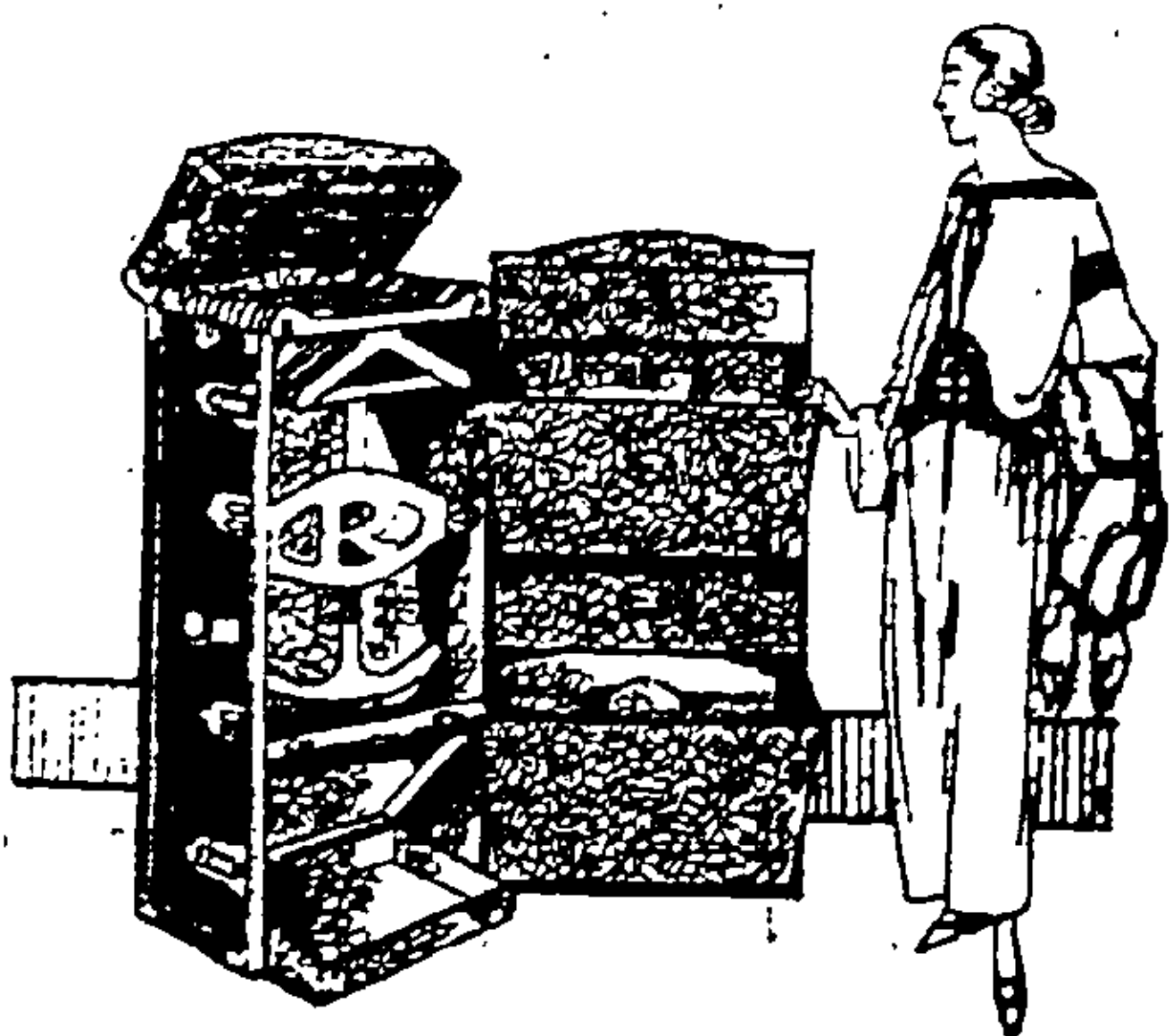
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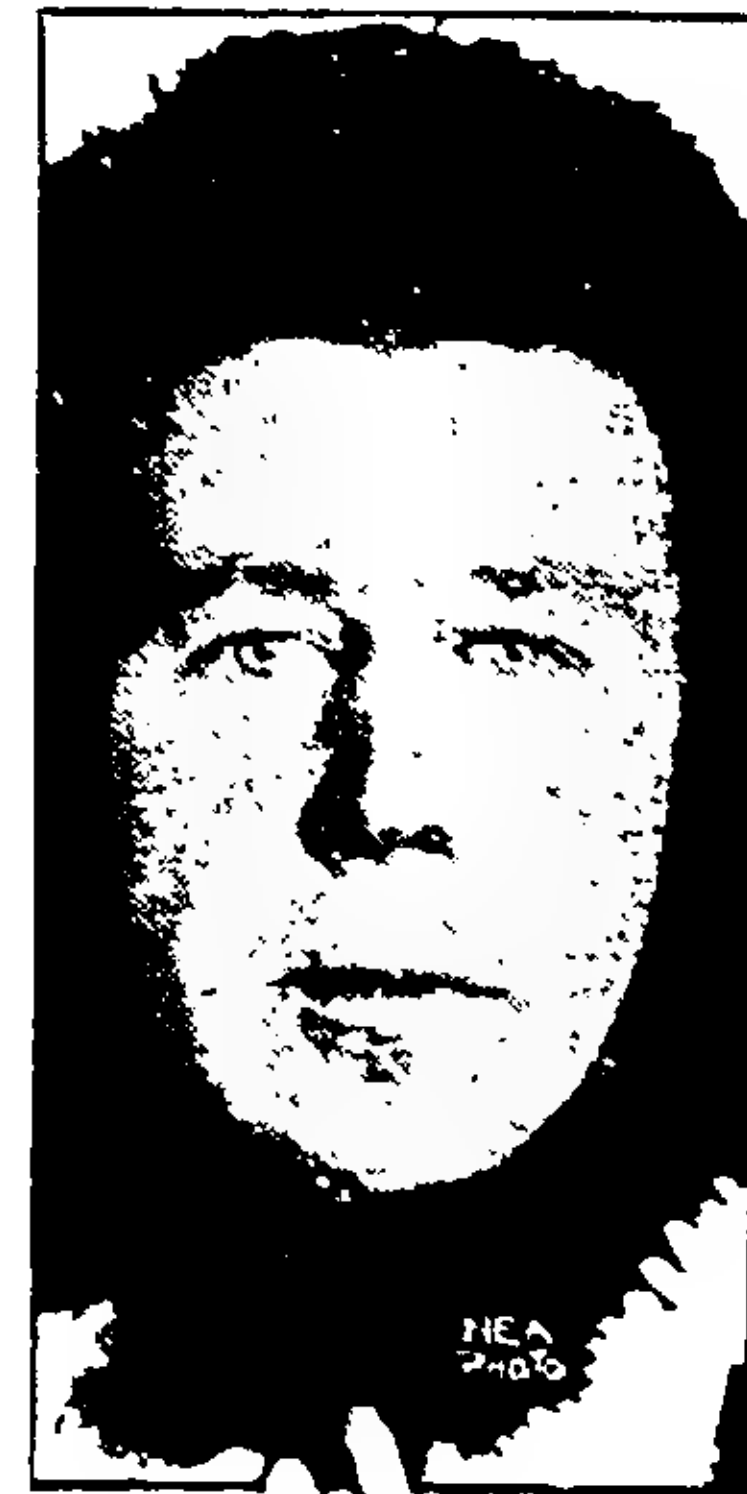
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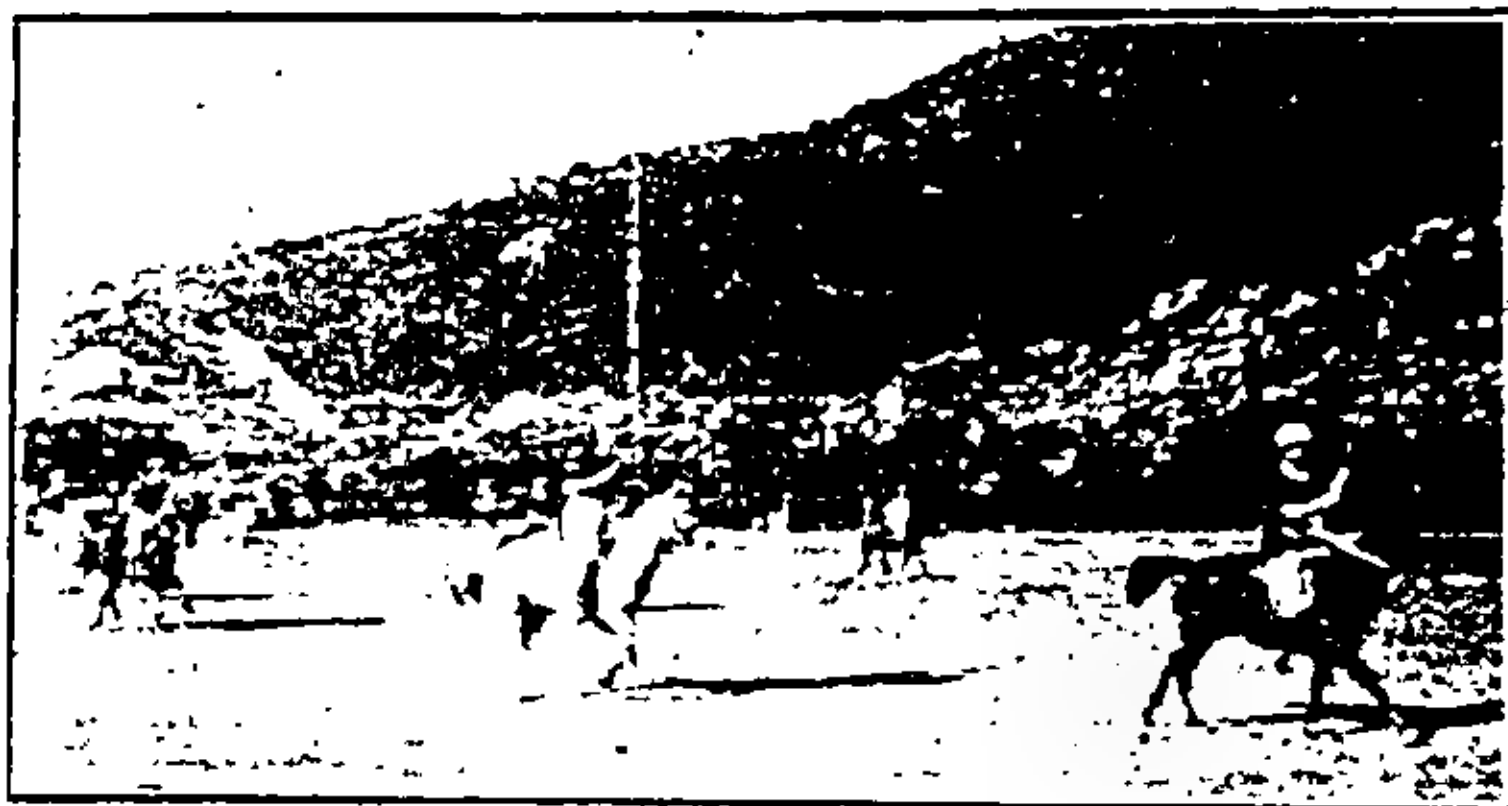
CAMERA NEWS.



Photo: Ming Yuen. Hongkong and Shanghai Interport Polo Players. Left to right:—
standing: Mr. J. Bartholmew (Hongkong), Mr. Judd (assistant umpire), Mr. J. Greig (Shanghai), Mr. W. Dent (Hongkong) and Mr. W. Newbiggin (Shanghai).
Sitting: Capt. R. Neville (Hongkong), Mr. E. H. McMichael (Shanghai), H. E. Major General Sir J. Fowler (umpire), Mr. C. C. Boyd (Hongkong) and Mr. N. W. Hickling (Shanghai).



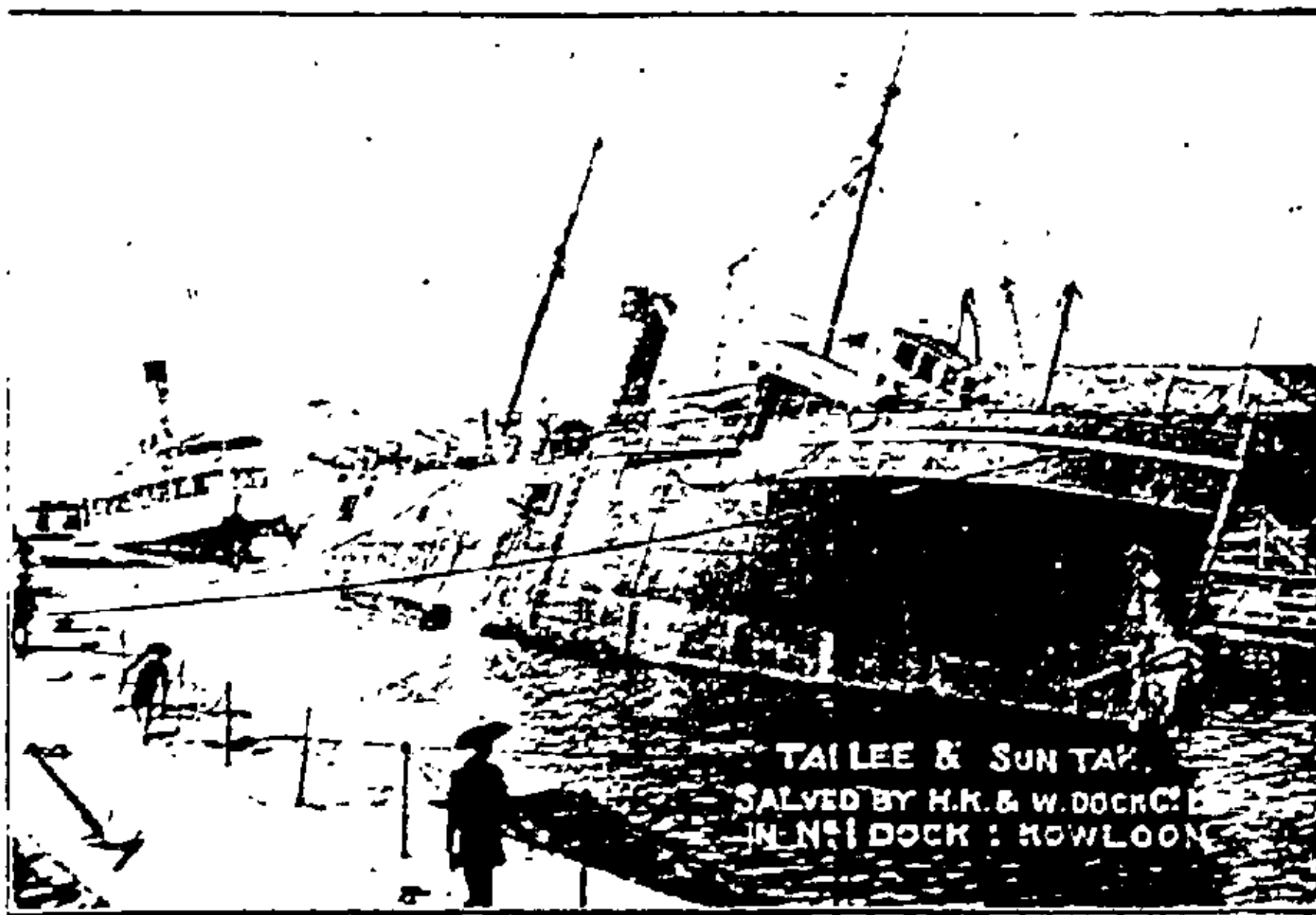
Harold Noyce, youngest Arctic explorer. He was to return to the Arctic as commander of the rescue expedition sent out by the Canadian government to find Allan Crawford's party, marooned on Wrangell Island.



The Hongkong-Shanghai polo match in progress. Photo: Ming Yuen.



Some of the spectators at the Interport polo match.



These boats went ashore in the typhoon on August 18th.



Portugal's new President, Senhor Teixeira Gomes.



Marjorie Hambeau, actress, who is suing her husband for divorce.

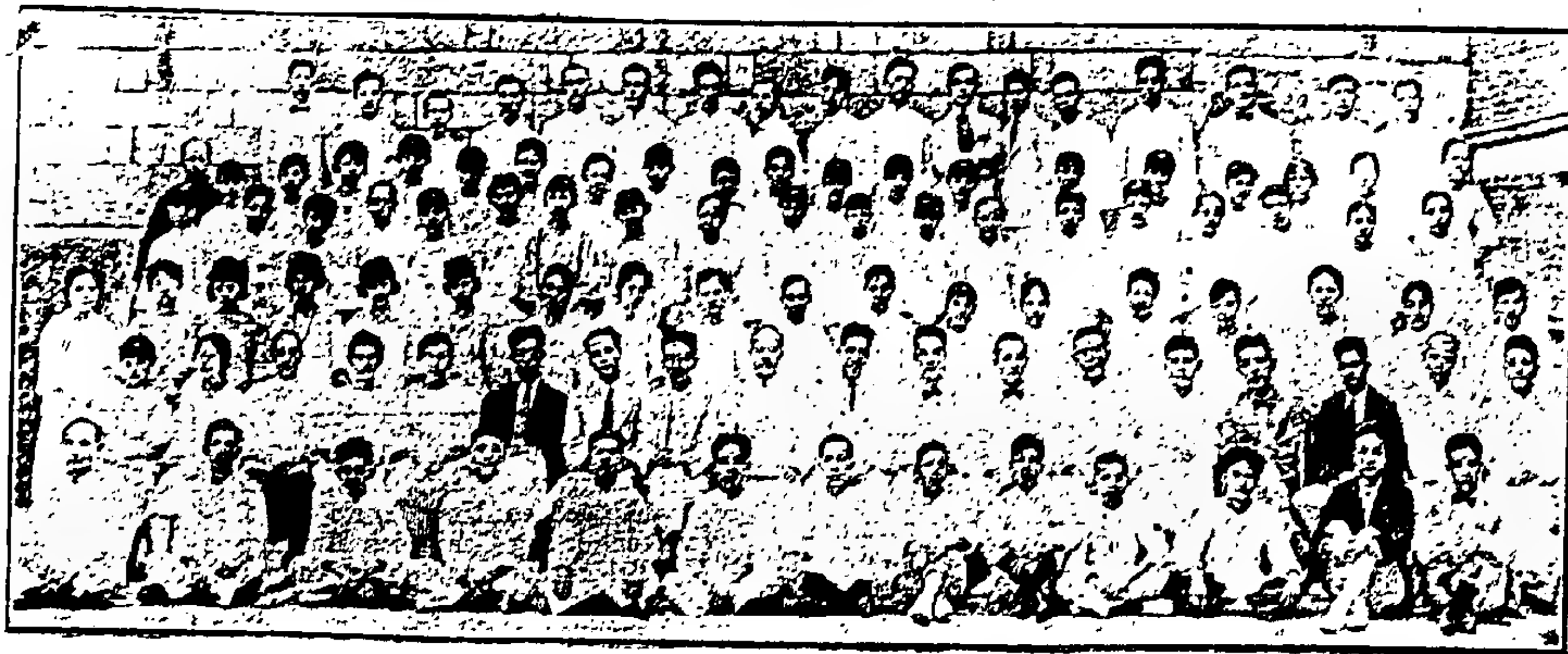


Photo: A. Fong. Volunteer teachers who spent their vacation in giving instruction to students under Chinese Y.M.C.A. auspices.



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Merely Dry Cleaned by the
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HEAD OFFICE & WORKS, YAUMATI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street Tel. C. 1279.

Kinks o' The Links

Question:—Player's ball is his swing. The ball falls about six feet from the cup. Ap- from the tee just before parently some player just ahead the player's club in the downward had lighted a cigar or cigarette swing reached the ball. The and dropped the match on the player completed the swing but putting green. As the player the club head did not come into takes his stance to make ready contact with the ball. The player for his putt, he observes the match claims that he can re-tee the ball which is on a direct line with the without a penalty. His opponent ball and the hole. He reaches insists that he has no such right ahead with his club and brushes since the ball is in play. Who is the match out of the way. Then correct?

Answer:—After a player assumes his stance and while in the act of addressing the ball it falls or is knoched from the tee the player, according to the rules, has a right to re-tee the ball without penalty. The ball is not considered in play since the player is merely addressing the ball and has not started his swing. In the case cited above the player had no right to re-tee the ball. Since he completed his swing the ball must be regarded in play even though he failed to hit the ball. Same counts as a stroke, and the player must play the ball from its lie as a result of rolling or falling from the tee.

Question:—Player tees his ball, assumes his stance and starts point invariably reached in all electrical design, namely, that we have to compromise. For wave lengths up to the limit of broadcasting, a condenser with maximum about .002 mfd. should usually suffice, while .005 mfd. is likely to meet all the principal requirements of amateurs.

HADIO NOTES AND NEWS.

Capacity and Condensers.

It is well when making up wireless circuits to remember the important part played by capacity and condensers. There are roughly two classes of condensers to be considered, there is the tuning condenser in aerial or closed coupled circuit, and the condenser for battery, teleph or grid purposes. The latter class frequently acts as a blocking condenser, that is, as a by-pass for high frequency current which is desired to keep from the parts of the system across which the condenser is placed.

The tuning condenser should always be of the fixed and moving variety with an dielectric. (Leakage is one of the most serious defects in these devices with the exception of other dielectric between the plates but it is not good practice when the condenser is the if for no other reason than because the dielectric does not maintain constant conditions when the positive plates are rotated, and it is more than doubtful if the same static loading gives a constant system as in the case of the fixed condenser. The dielectric material should be of the best quality and should be of the same material throughout. The number of degrees of rotation should be marked on the scale of the condenser. It should be of the same material throughout. The number of degrees of rotation should be marked on the scale of the condenser. It should be of the same material throughout. The number of degrees of rotation should be marked on the scale of the condenser.

For fixed value blocking capacity formula shows that maximum capacity is provided by maximum surface. The question naturally arises as to why a condenser should be wanted at all. thickness will prove thoroughly reliable. For such purpose as only capacity will be used, the value of the inductance coil, and the wave length is of no very great importance, but they have to be of an approximate order if the results are to be obtained. Small capacity means large inductance, and hence resistance with grid-leak needs to be about 100,000 ohms. Briefly, .002 mfd. for a high tension son capacity is wanted for sharp battery something like .001 mfd. for a low tension battery. And a wave length of the is suitable, a blocking condenser

SANDGATE'S STAMPS.

Advertising Value of a Postmark.

Sandgate, having had its official postmark submerged in that of Folkestone, has decided to have a private postmark (a stamp bearing the name of the town and views of the castle, sea and cliffs) to be affixed to letters before they are collected to swell its neighbour's postal business.

In having its postmark withdrawn by the Post Office, Sandgate no doubt feels it is losing precious advertisement, for postmarks have a recognised value. Every day is familiar with the "British Empire Exhibition" mark which appears on many of our letters. During the war was not attention called in the same way to the value of War Loan and Savings Certificates? South African letters to-day bear the mark, both in English and Dutch, "Buy Union Loan Certificates." Canada and the United States use these marks both for announcing forthcoming exhibitions and for emphasising certain features of the postal service, such as that which reads "Stamped envelopes save time and money," a Canadian Government mark.

No case precisely analogous to that of Sandgate can be recalled, but it may be remembered that during the siege of Mafeking several stamps were issued by the military authorities. At first the available stock of Cape of Good Hope and Bechuanaland stamps were overprinted "Mafeking Besieged," and later two stamps were produced by a photographic process, one of which bore the portrait of Sir Robert Baden-Powell.

Private individuals have now and again issued so-called postage stamps. Perhaps the most daring example of these bogus issues was the set placed on sale in Paris in 1889, by a man calling himself the King of Soling. These bogus stamps have no value beyond being regarded as curiosities.

Grid-leak resistances can be as high as 100,000 ohms. When making definite circuits we will suggest suitable values for these and other components should they for any reason not be of the generally accepted values.

THE GRID LEAK. And now for the grid leak resistance. It was quite a long time before anything approaching a reliable grid leak was obtainable. Possibly this was why the use of many leading wireless experts had no use for the grid leak and declared it was responsible for current noises. On the other hand it is doubtful whether the grid leak is required with what are known as soft valves, and many valves a few years ago were rather soft. For experimental purposes the grid leak often consisted of a small piece of fibre across a narrow strip of which black lead from a pencil was vigorously rubbed on. The contacts were made by small bolts, nuts, and washers. Later, and at ink super-heated lead pencil and fore and ink were dipped in enamel and hardened. One hardly needs to add that it was difficult to obtain the same measurement of resistance very often. However, they did surprisingly good service at times. (Graphite is still sometimes used for the necessary high resistance—2 megohms is the usually accepted value—but it is now enclosed in specially sealed tubes. Many other forms of grid leak resistance of an enclosed nature are used—manufacturers are, however, very mysterious about what they use for the resistance. But it seems unquestioned that with the modern receiving valve the grid leak is generally necessary.

CONNECTIONS. A word or two should be given as to the running of connections. These require much care, in fact there is scope for a good deal of ingenuity. They should so far as possible be short and widely spaced, and it is a good plan to keep them parallel to the edge of the base—this last ensures tidiness and ease in tracing connections. Above everything avoid anything like a tangle as most uncertain effects are produced; there must never be any chance for connections to be moved if it can be avoided.

As regards length, it must be remembered that long leads only add to the capacity. Those who are in a position to do so should try measuring the capacity of a few inches of parallel wires, say 14 or 16-gauge, even two or three inches apart.



COMPLETE SETS OR PARTS

ALL MATERIALS IN STOCK INCLUDING HEAD SETS "A" & "B" BATTERIES.

COMPLETE SET OF PARTS TO MAKE UP A THREE VALVE SET, ALL IN ONE CABINET

NEAT—COMPACT—RELIABLE

PRICES MODERATE FOR HIGH CLASS EQUIPMENT OFFERED.

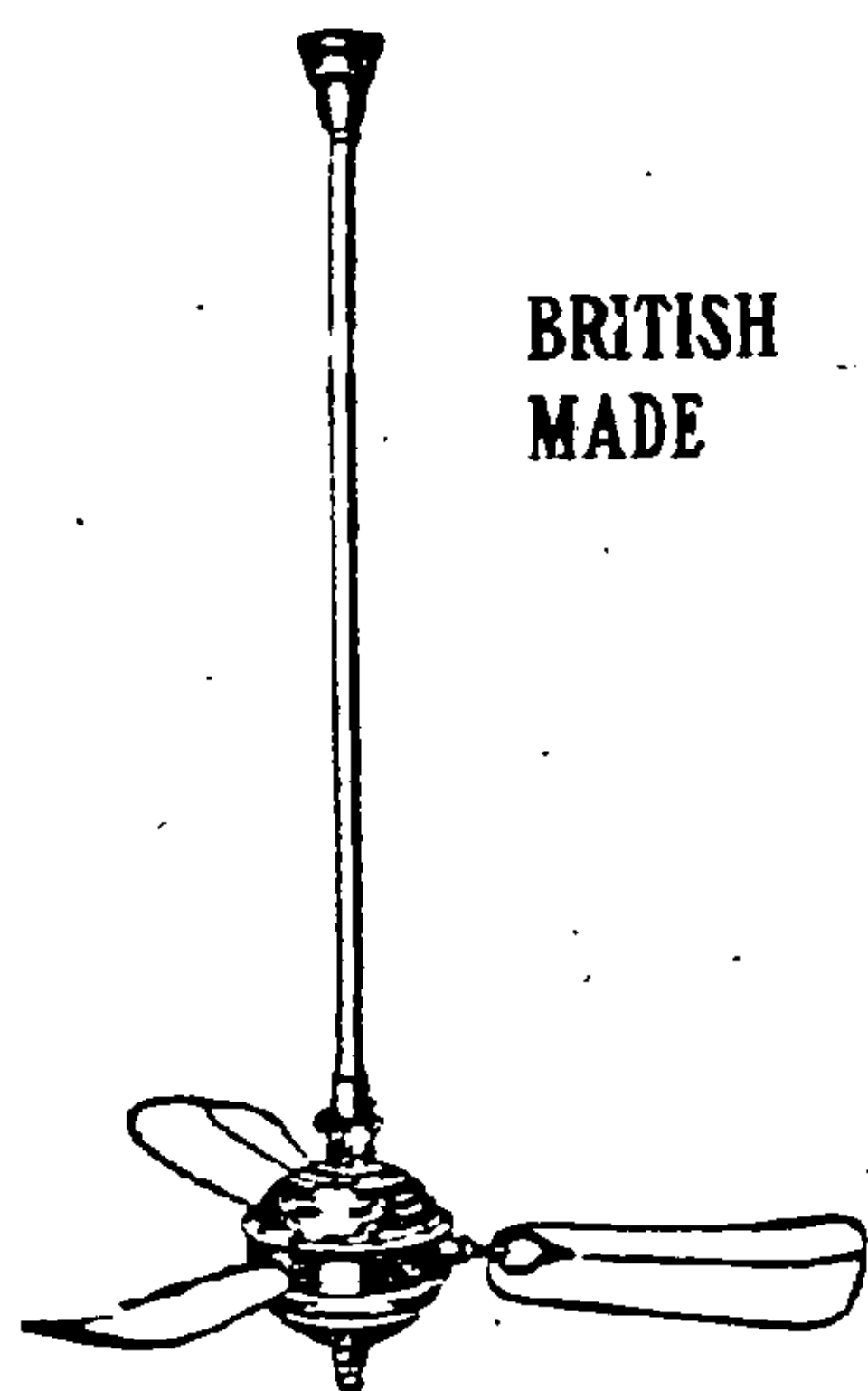
SHEWAN TOMES & CO.

Tel. 781.

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CEILING FANS



BRITISH
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THE THREE CURVED BLADES GIVE MAXIMUM DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE

SILENCE.

COMPETITIVE PRICE.

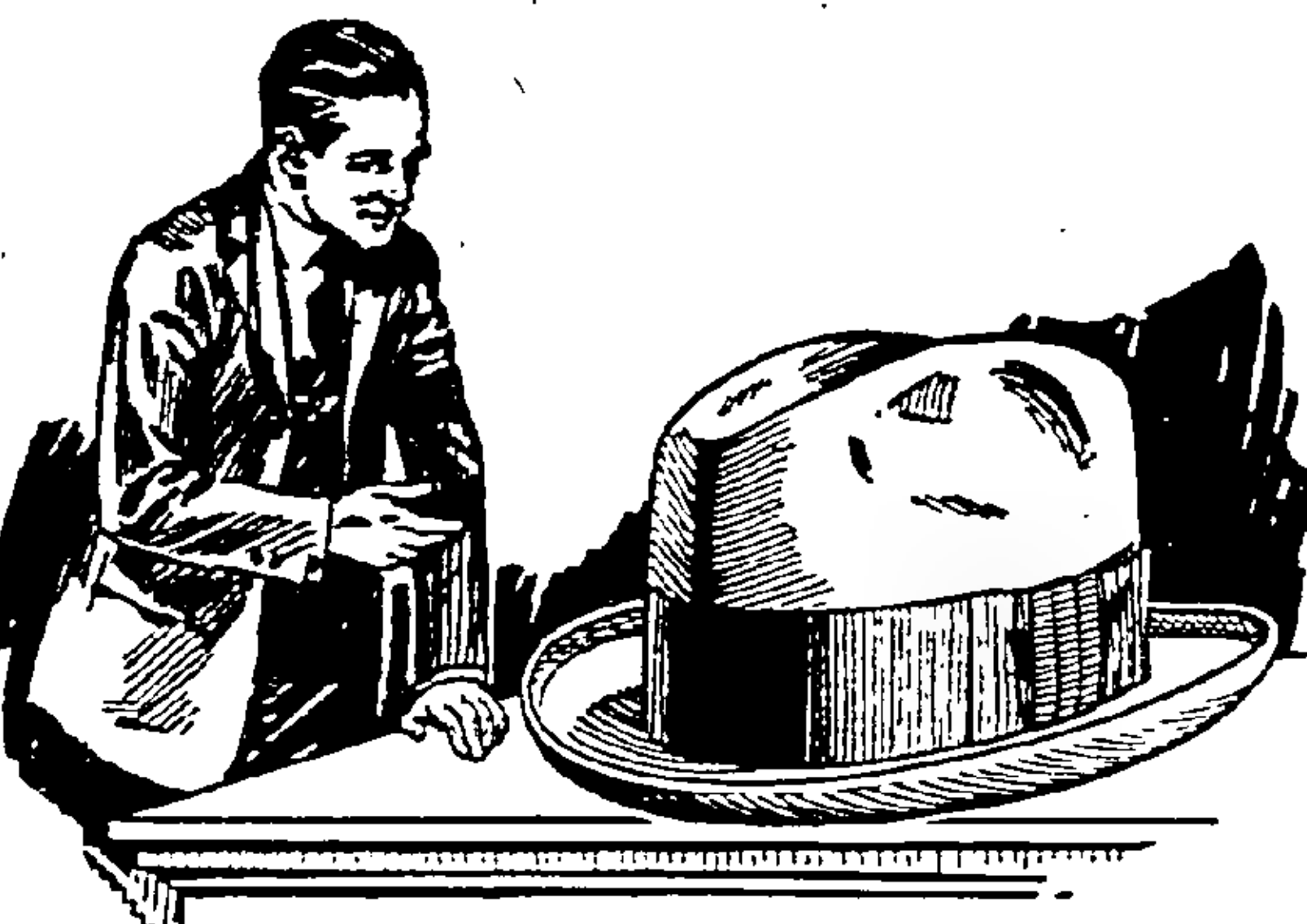
STOCKS HELD SUITABLE FOR USE IN HONGKONG & KOWLOON.

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TELEPHONE CENTRAL 518.



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CANNOT DO BETTER THAN SECURE
ONE OF OUR

EXCLUSIVE SOFT HATS

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IN MEN'S CORRECT HEADWEAR.

OUR DISTINCTIVE STYLES ARE SURE TO GIVE
ENTIRE SATISFACTION. COME AND "LOOK
OVER" OUR FINE RANGE WHICH INCLUDE

**STETSON'S,
BATTERSBY'S,
JOSEPH. E. WARD'S,
& HARDEMAN'S,
EXTRA QUALITY HAT'S.**

PRICES FROM \$6.50 to \$45.00.

The SINCERE Co., Ltd.

Foamite Firefoam

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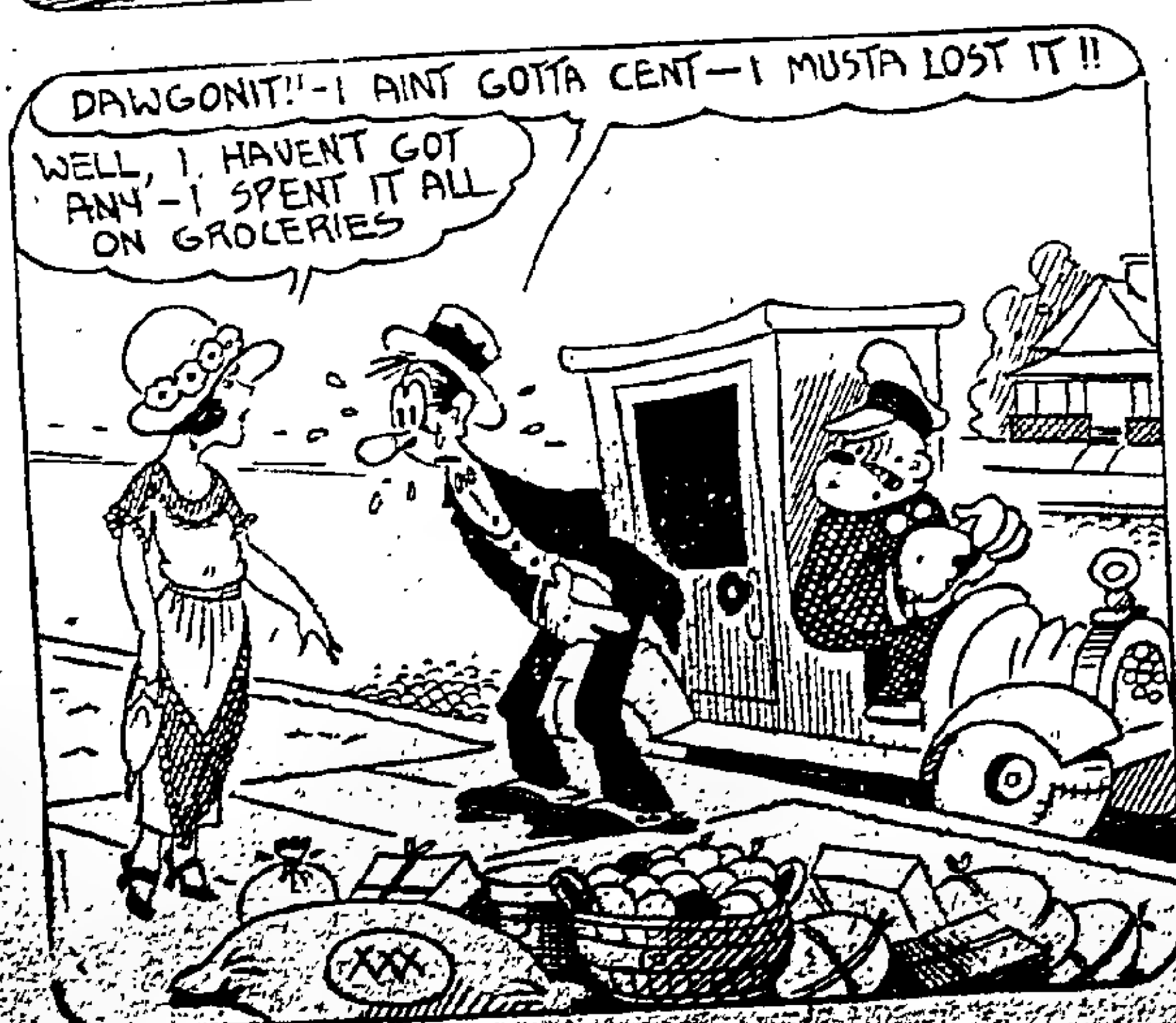
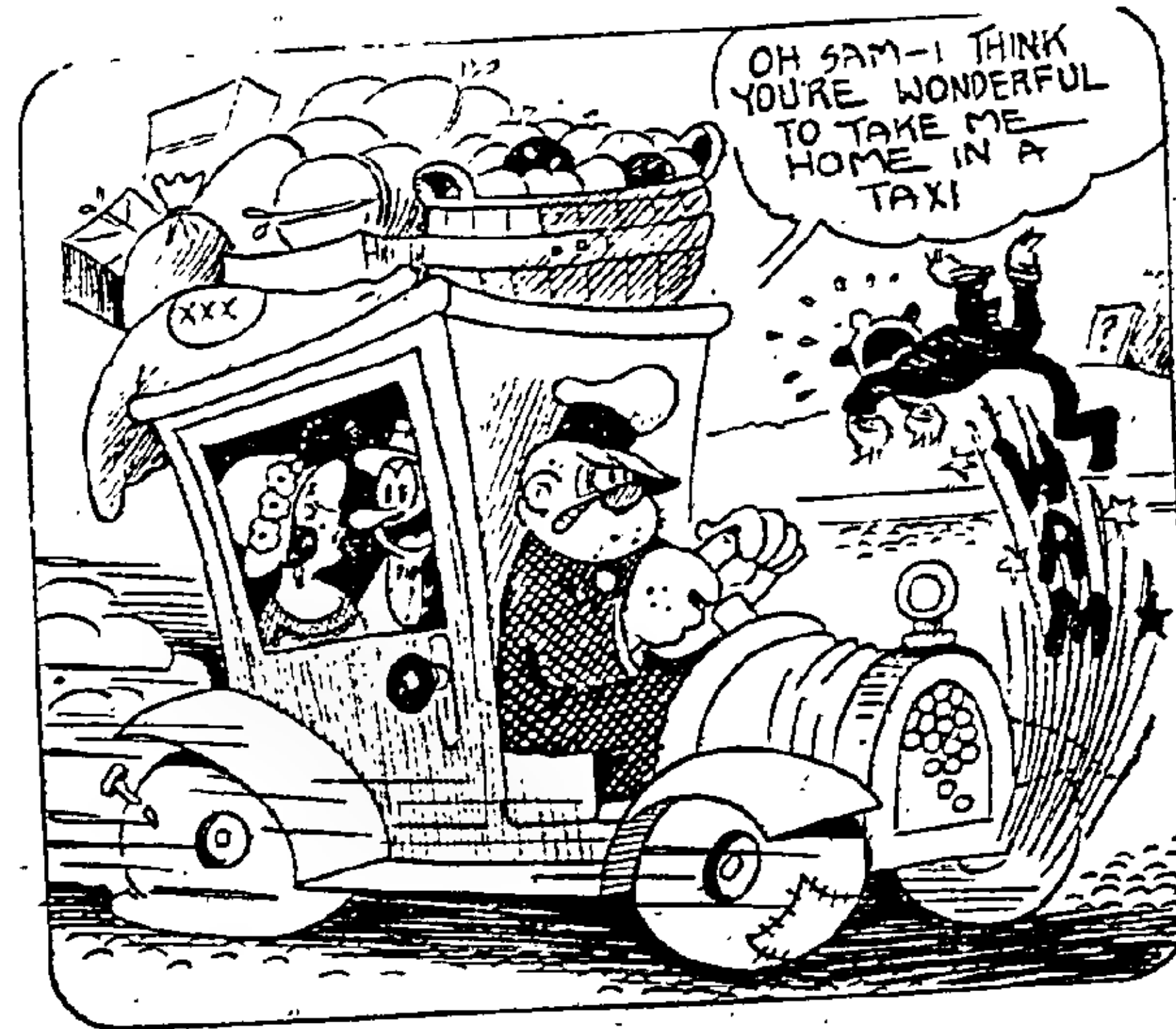
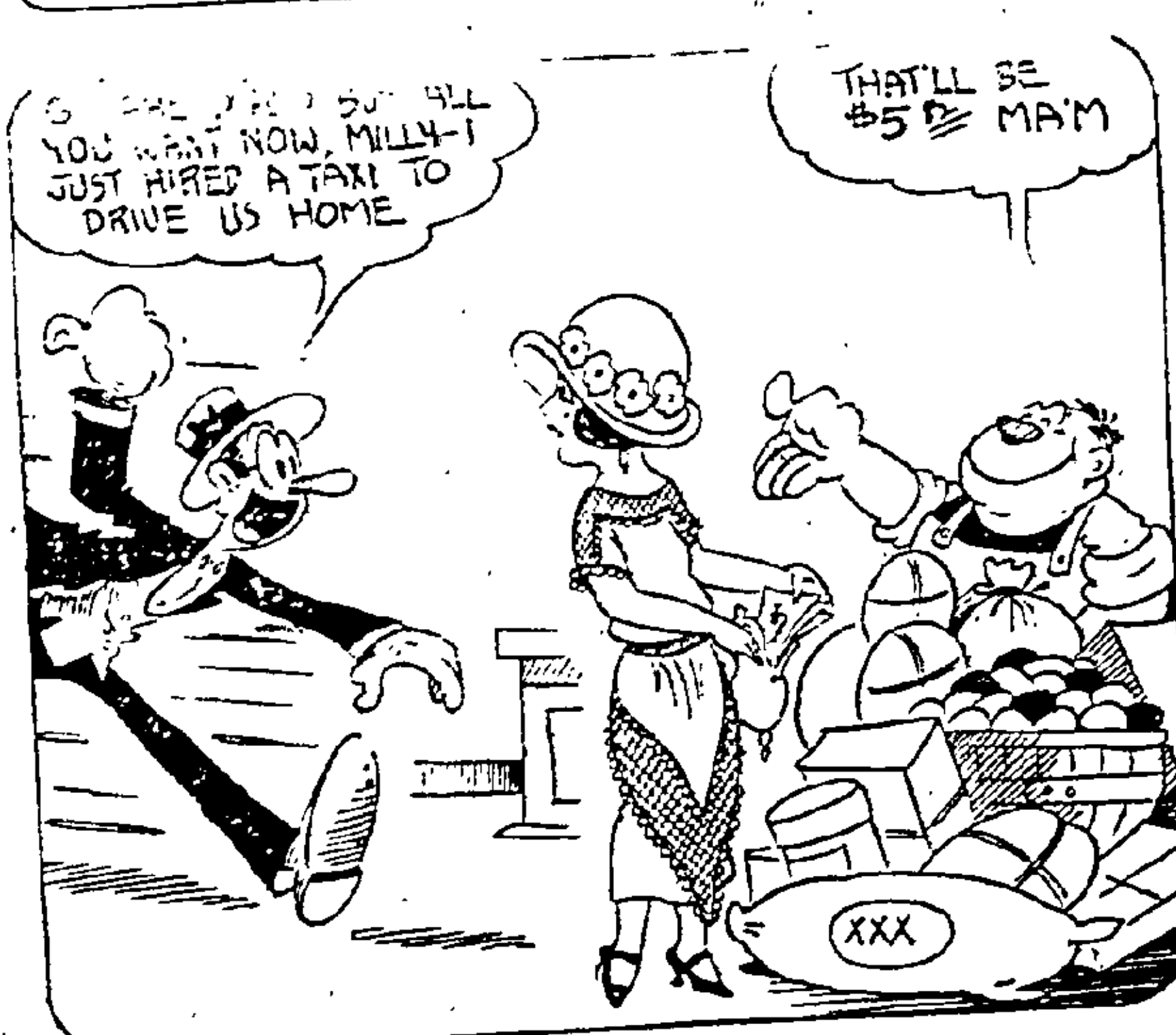
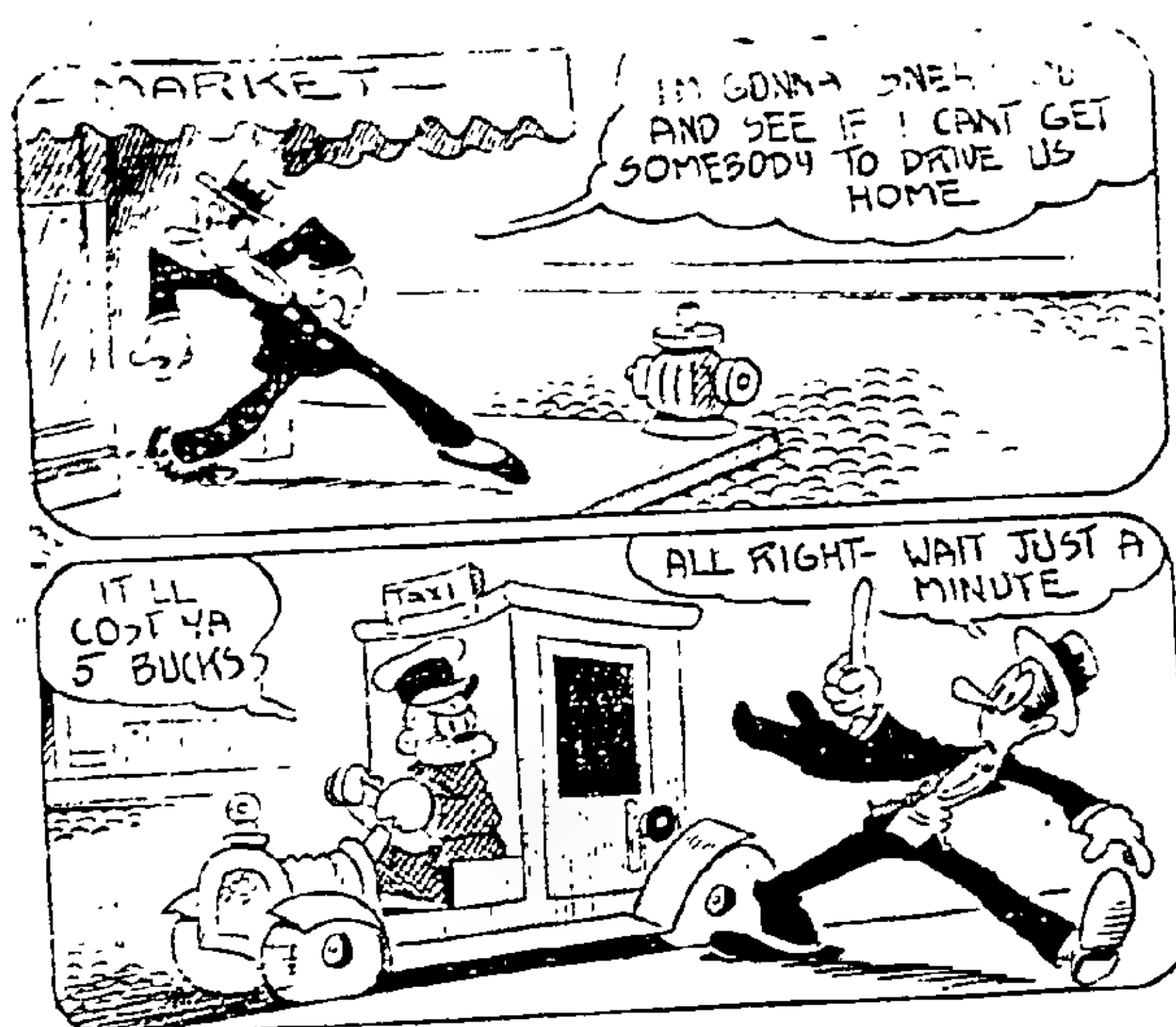
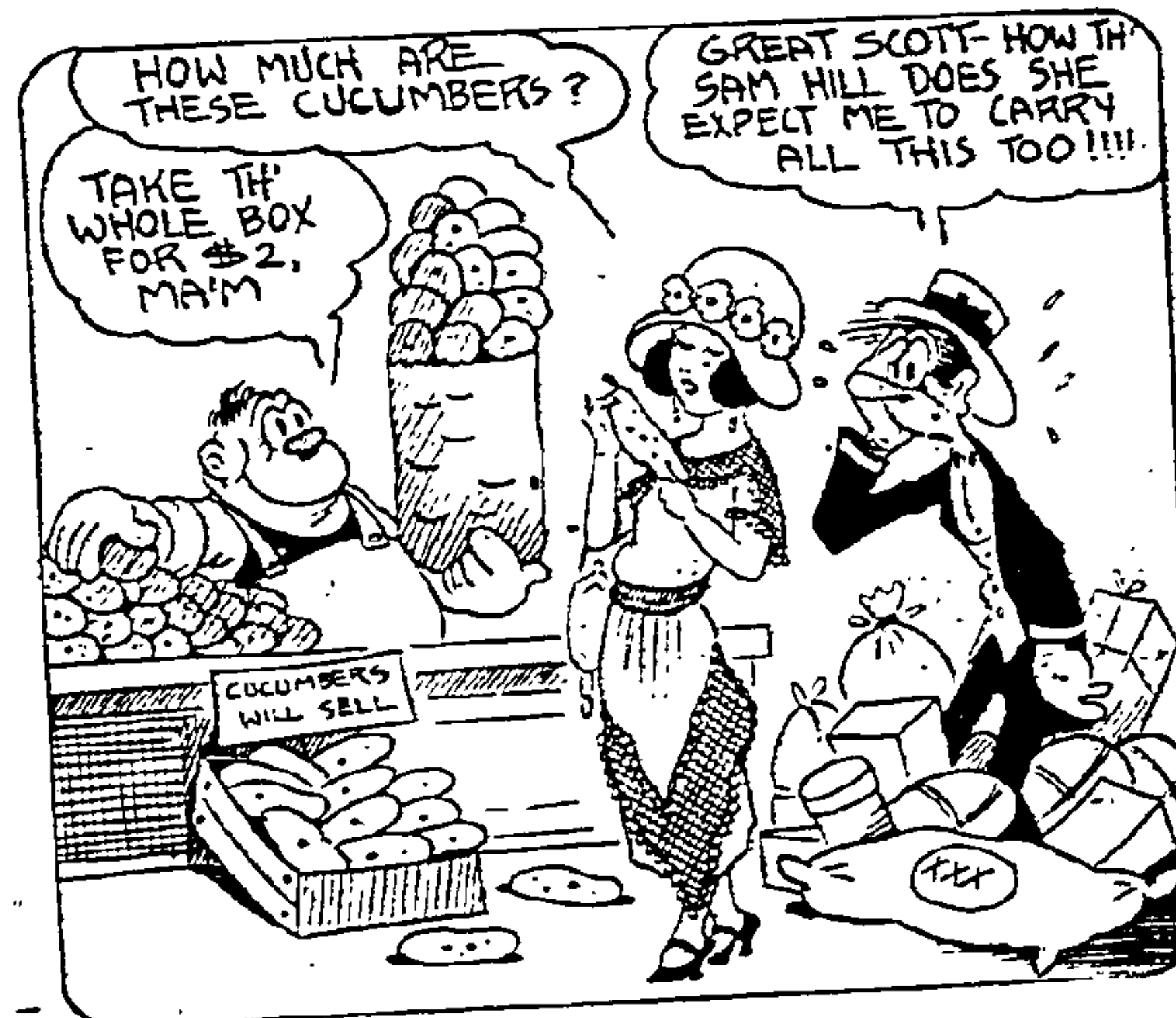
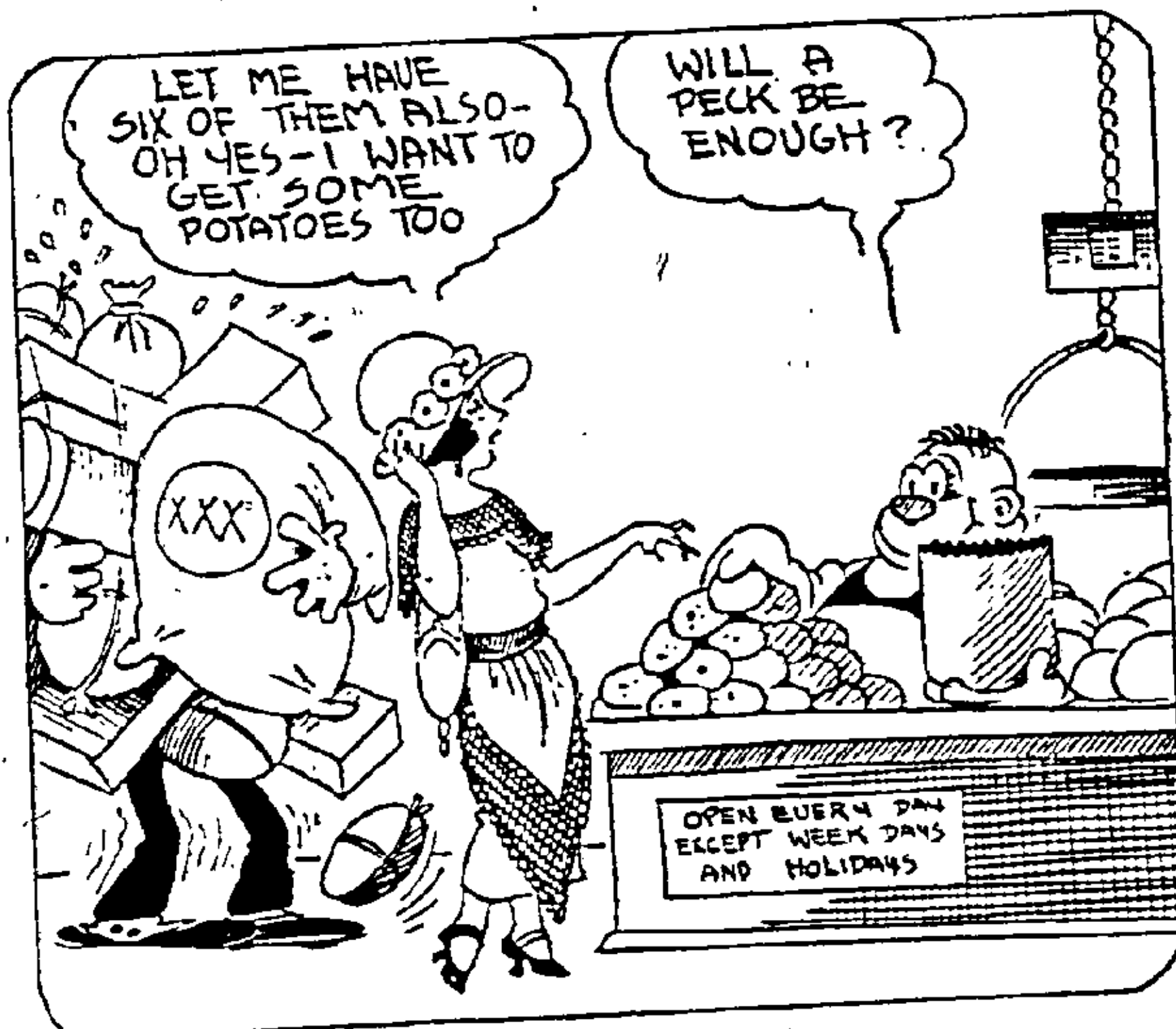
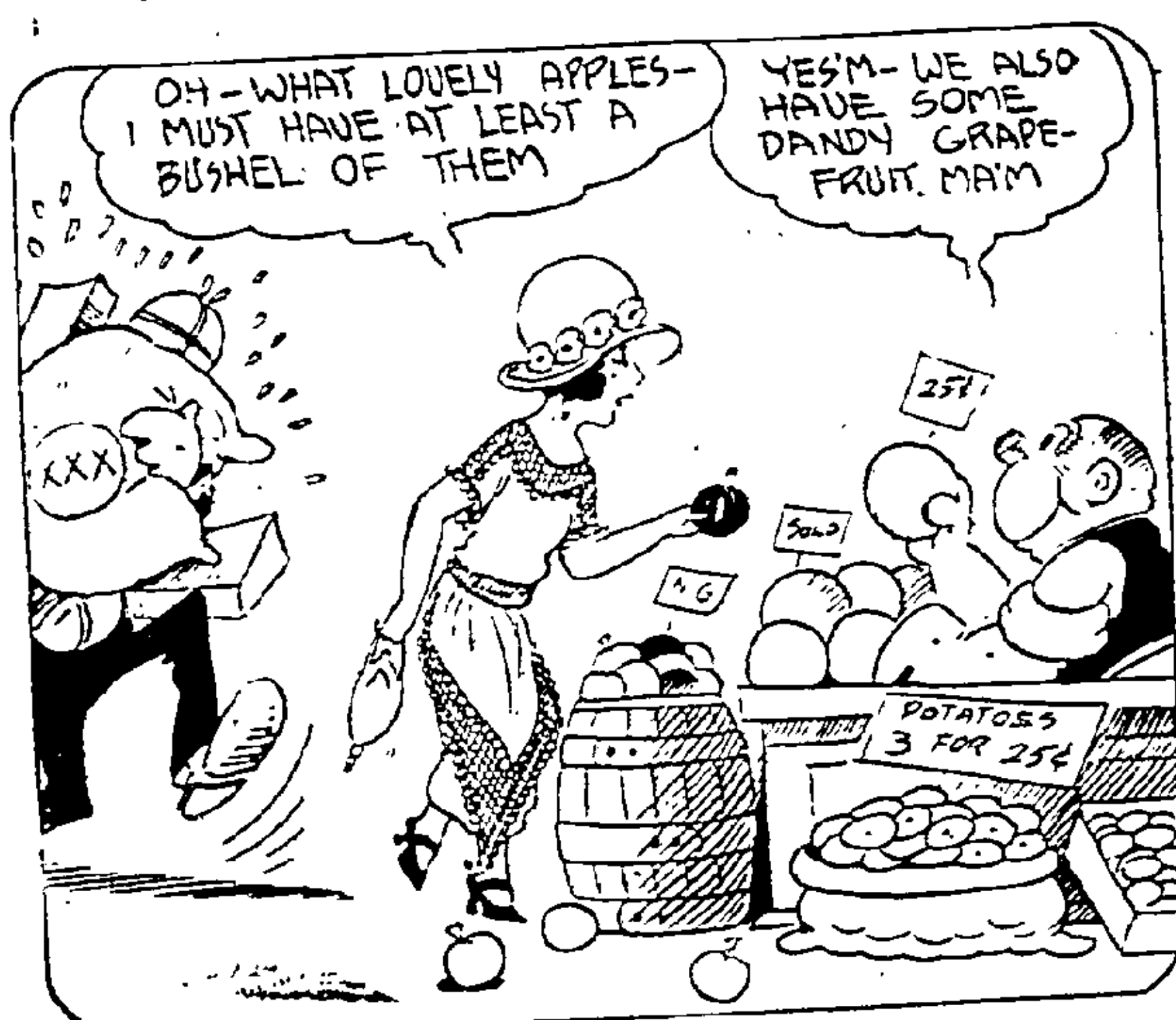
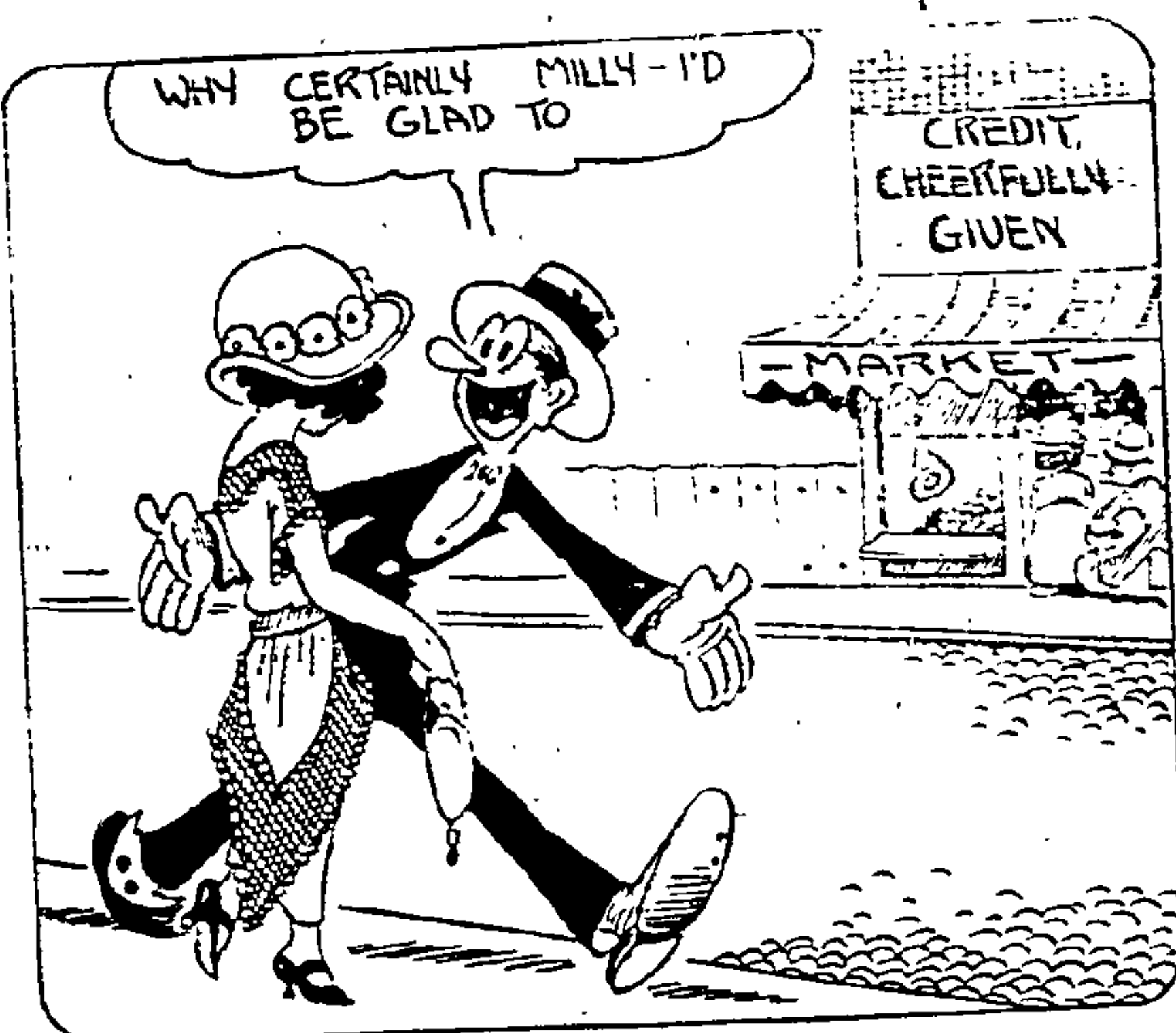
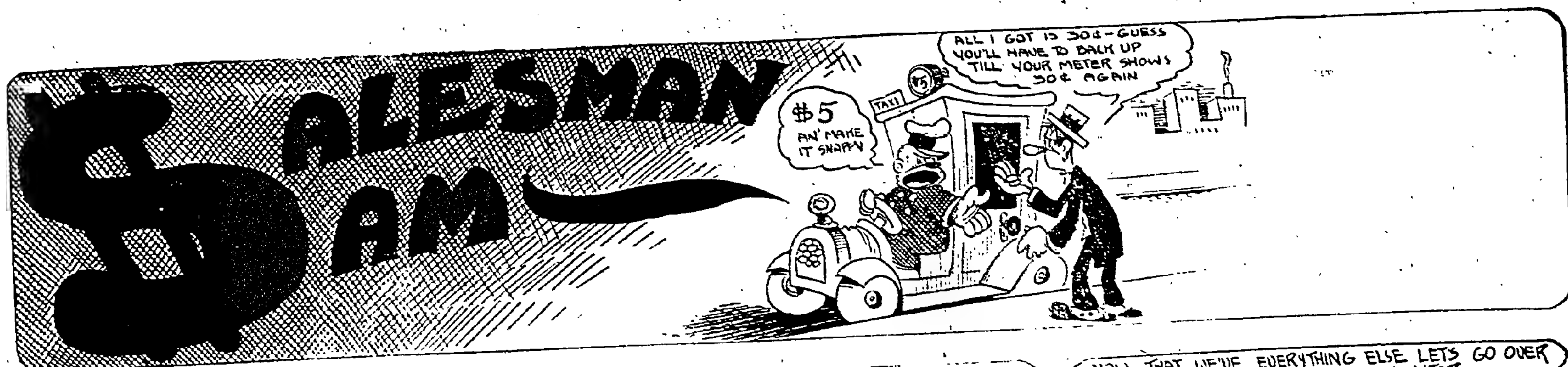
2, Queen's Buildings.

Tel. Central 236

THE HUMAN ZOO.

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PACIFIC SHIPPING.



THE EMPRESS OF RUSSIA

WILL SAIL FROM

HONGKONG

For Vancouver via Shanghai, Nagasaki,
Kobe and Victoria.

10.00 a.m., THURSDAY, OCTOBER 4th
instead of NOON as originally advertised.

T. K. K.

THE PATHWAY OF THE SUN



REDUCED FARE TO EUROPE
£120 £112-£110

HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama, Japan & Honolulu.
TAIYO M. 22,000, Oct. 3. SHINYO M. 22,000, Nov. 16.
TENYO M. 22,000, Oct. 27. SIBERIA M. 20,000, Nov. 28.
KOREA M. 20,000, Nov. 5.
Omit S'hai. Callings: M'la & K'luna. Calling at Dairen.
HONGKONG TO VALPARAISO
Via Japan, Honolulu, Hilo, San Francisco, San Pedro,
Manzanillo, Balboa, Callao, Mollendo, Africa & Iquique.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.
ANYO M. 18,000, Oct. 30. RAKUYO M. 18,500, Jan. 15.
SEIYO M. 14,000, Dec. 4.
JAPA-HONGKONG-JAVA SERVICE
Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.
PERSIA M. For Batavia, S'rang & S'bay. Oct. 29.
NEW YORK LINE. (Freight Only.)
VIA JAVA AND SUEZ.
MEIYO MARU (Calling at P. I.) Oct. 19.
For full information regarding passengers, freight and sailings
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King's Building, Tel. Central Nos. C. 2374 & 2375.
Agents at Canton. Tel. Central Nos. C. 2374 & 2375.
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EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Direct Route.
U.S.S.B. "West Carmona" Due Hongkong 4th Oct.
Leaves Hongkong 5th Oct.
U.S.S.B. "West Mursa" Due Hongkong 25th Oct.
Leaves Hongkong 26th Oct.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS
To Singapore.
U.S.S.B. "West Cactus" Due Hongkong 4th Oct.
Leaves Hongkong 5th Oct.
U.S.S.B. "West Ivan" Due Hongkong 30th Oct.
Leaves Hongkong 31st Oct.
To Manila and P. I. Ports.
U.S.S.B. "West Sequana" Due Hongkong 31st Oct.
Leaves Hongkong 1st Nov.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For full information apply to
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L. EVERETT, 1st Floor Queen's Building.
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NEW YORK and or BOSTON
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Telephone Central 2477 & 2478.

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SAILINGS FROM HONGKONG.

For New York, Baltimore & Boston.
S.S. STANLEY DOLLAR 5th November.
For Boston & New York.
S.S. S. M. DOLLAR Early December.
For Los Angeles, San Francisco & Puget Sound.
S.S. HAROLD DOLLAR End of October.
For San Francisco and San Pedro.
S.S. STUART DOLLAR End of October.
For Rates and Particulars Apply to

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DEACON & Co. No. 44, Des Voeux Road,
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COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, CCLMEO, SUEZ, FORT SAID,
BARCELONA & OTHER SPANISH PORTS.
LEGASPI 1st Nov. C. LOPEZ Y LOPEZ 19th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGASPI 14th Oct. C. LOPEZ Y LOPEZ 1st Dec.
The steamers of this Company are classed 100 All at Lloyd's
and are fitted with every modern convenience for comfort and safety
of passengers Stewards and Doctor carried.
For particulars of freight or passage apply to

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(Tel. 1531) Alexandra Buildings, Hongkong.



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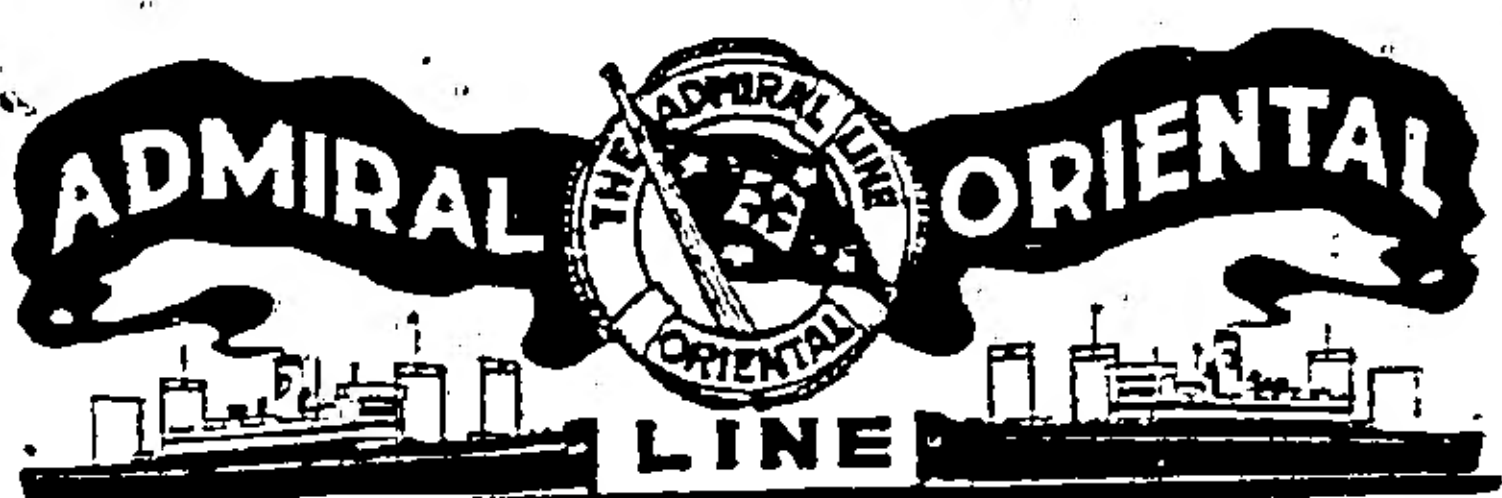
ECONOMY COURTESY COMFORT
FREIGHT & PASSENGER SERVICE

STEAMER	DATE	SAILING DATE	DESTINATION
"WESER"	10th October.		Singapore, Batavia, C'bo, Suez, Port Said, Genoa, Ant'p, R'dam and Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight apply to:

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Tel. Central 792 or 793. No. 44, Des Voeux Road, Ground Floor.



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FREIGHT AND PASSENGER
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON" Oct. 12th.
"PRESIDENT JEFFERSON" Oct. 25th.
"PRESIDENT GRANT" Nov. 6th.
"PRESIDENT MADISON" Nov. 18th.
"PRESIDENT MCKINLEY" Nov. 30th.

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£120-£112-£110

First Class on the Pacific. First Class on American or Cana-
dian Railways. First Class and Monoclass on the Atlantic. Choice
of Trans-Continental Railways. Any Lane on the Atlantic. Through
Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" Oct. 16th.
"PRESIDENT GRANT" Oct. 28th.
"PRESIDENT MADISON" Nov. 9th.

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

(Direct)

AGAPENOR 9th Oct. London, Rotterdam & Dunkirk
ELPENOR 17th Oct. London, Rotterdam & Hamburg
ATREUS 30th Oct. London, Rotterdam & Hamburg
TEIRESIAS 6th Nov. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

PROMETHEUS 6th Oct. M'las, Havre, Liverpool & Glasgow
RHEINENOR 10th Oct. Genoa, M'las, Liverpool & Glasgow
MENNON 25th Oct. Genoa, M'las, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

TYNDAREUS 27th Oct. Victoria, Seattle & Vancouver
PROTESILAUS 30th Nov. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

ALCINOUS 25th Oct. via Suez & Boston
TEUCER 15th Nov. via Suez & Boston

PASSENGER SERVICE

TEIRESIAS 10th Oct. for Shanghai.
TEIRESIAS 6th Nov. for Singapore & London.
SARPEDON 11th Dec. for Singapore, Marseilles & London.
PATROCLUS 8th Jan. for Singapore, Marseilles & London.
MENTOR 12th Feb. for Singapore & London.

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

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AND

AMERICAN & MANCHURIAN LINE

(Herman & Bohm S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. PERSEUS via Suez Canal 5th Oct.
S.S. KARONGA via Suez Canal 15th Oct.
S.S. ALCINOUS via Suez Canal 25th Oct.
S.S. CITY OF ORAN via Suez Canal 5th Nov.

Butterfield & Swire of the Bank Line, Ltd. Hongkong.
(John Swire & Sons, Ltd.)
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Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi
S.S. "NANYO MARU" No. 1 on or about Oct.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" on or about Oct.

For further particulars, please apply to—

S. MITARAL,

AGENT,

Branch Office, No. 37, Bonham Strand, West. Top Floor, King's Building.
Tel. Central No. 155. Tel. Central No. 140.

CONSIGNEE

NOTICE TO CONSIGNEES

The Steamship "VENEZIA"

From Trieste, Venice, Spalato,
Brindisi, Port Said, Port Sudan,
Massau, Aden, Colombo,
Penang & Singapore.

CONSIGNEES of Cargo are
hereby informed that all
Goods are being landed at their
risk, into the Godowns of the
Hongkong and Kowloon Wharf
& Godown Company, Ltd. at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

Optional Cargo will be for-
warded unless notice to the
contrary be given before 1st inst.
No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 7th
inst. will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 17th
inst. or they will not be recogniz-
ed.

All broken, chafed, & damaged
Goods are to be left in the Go-
downs, where they will be ex-
amined on the 6th inst. at 10 a.m.
by our surveyors Messrs. God-
dard & Douglas.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & Co., Ltd.

Agents.

Hongkong, 1st. October, 1923.

THE BEN LINE STEAMERS,

LIMITED.

From LEITH, ANTWERP,

MIDDELSBRO LONDON

& STRAITS.

The Steamship

"BENEFLEUR"

CONSIGNEES of Cargo are
hereby informed that all
goods are being landed at their
into the hazardous and/or extra
hazardous godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., Ltd., whence, and/
or from the wharves, delivery
may be obtained.

No claims will be admitted
after the goods have left the go-
downs, and all goods remaining
undelivered after the 12th inst
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 26th inst
or they will not be recognised.

All broken, chafed and damag-
ed goods are to be left in the go-
downs where they will be exam-
ined on the 12th inst at 10 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON AND

CO., LTD.

Agents.

Hongkong, 5th. Oct., 1923.

THE NEW FREIGHT SERVICE.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 The "THERAPION" is a 10,000 Tons
Steamship, built in 1921, with a 10,000
H.P. engine, and a 10,000 H.P. engine.
No. 2 The "THERAPION" is a 10,000 Tons
Steamship, built in 1921, with a 10,000
H.P. engine, and a 10,000 H.P. engine.
No. 3 The "THERAPION" is a 10,000 Tons
Steamship, built in 1921, with a 10,000
H.P. engine, and a 10,000 H.P. engine.

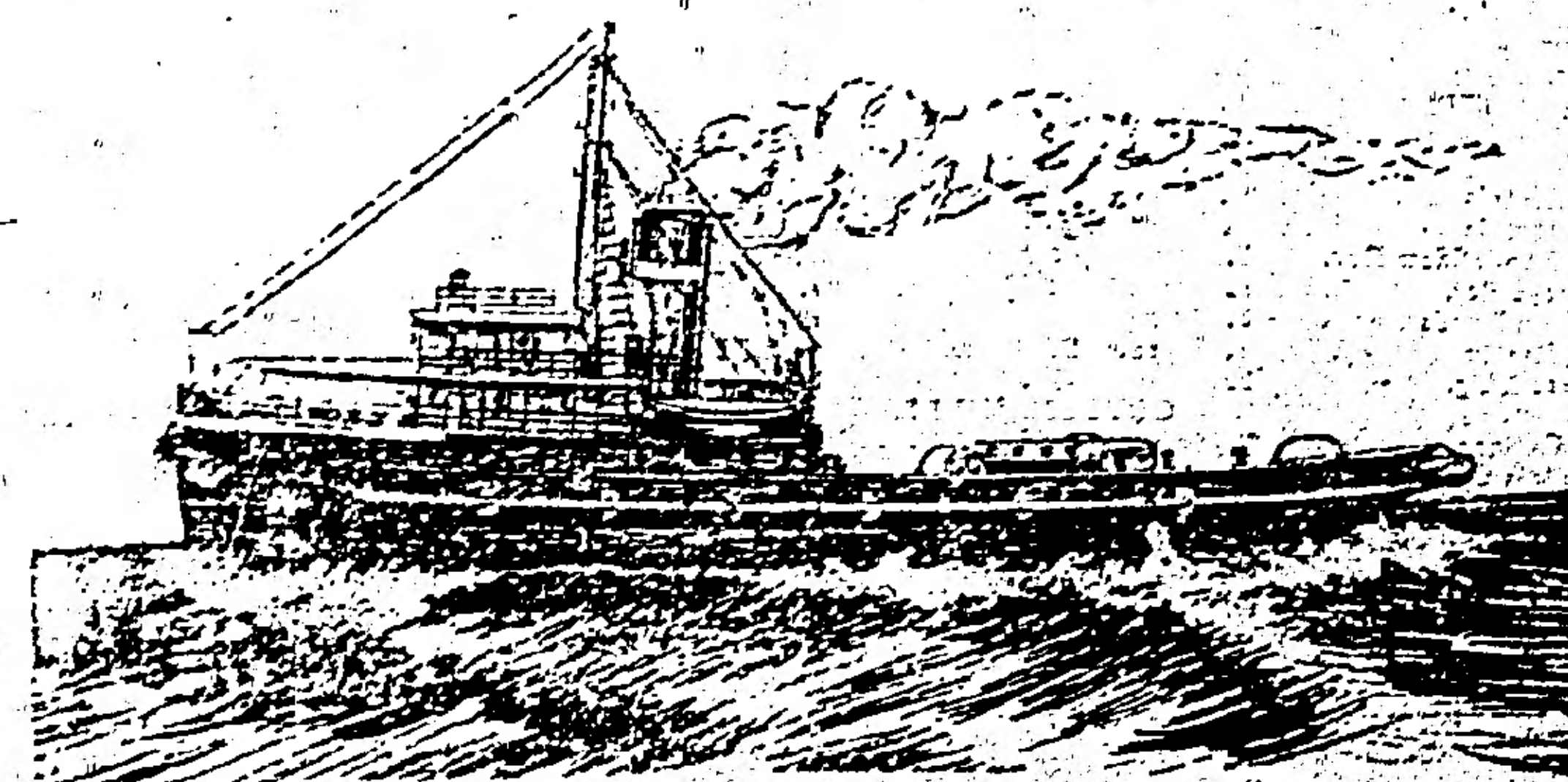
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and "quipped" complete by the Hongkong & Whampoa Dock Co., Ltd., Hongkong
for their own service, 1921. Length 185' B.P. Breadth 34' (m) Depth 17' (m) H.P. 2000.
Fitted with electrically-driven screw-propellers and centrifugal pumps, air compressing, with
searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager.

R.M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

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P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

Strait, Java and Borneo, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SOUDAN	6,696	17th Oct.	S'pore, Pang, C'bo & B'bay
KARNATA	9,088	19th Oct.	M'les, London & Antwerp
CALEDONIA	7,622	2nd Nov.	E'bay, M'les, Gib. L'don, A'werp
NELLORE	6,853	6th Nov.	M'les, L'don, A'werp, R'dam
SICILIA	6,813	14th Nov.	S'pore, Pang, C'bo & B'bay
MAIWA	10,941	16th Nov.	M'les, Gib. L'don & A'werp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	8th Oct.	S'pore, Penang & Calcutta
TORILLA	5,205	29th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7 Oct. 10 a.m.	(Manila, S'kan, Thursday Is., Townsville, Brisbane, Sydney & Melbourne.)
ST. ALBANS	4,500	3rd Nov.	
EASTERN	4,000	1st Dec.	

Frequent connection from Australia with the following:
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TORILLA	5,205	7th Oct.	Amoy, S'hai, Moji & Kobe
SOFAIA	5,381	9th Oct.	Kobe direct
ST. ALBANS	4,500	9th Oct.	Moji & Kobe
KALYAN	9,062	13th Oct.	Shanghai, Moji & Kobe
CALEDONIA	7,622	20th Oct.	Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.

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JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMOV	22nd Oct.	GLENLICE	22nd Oct. Genoa
CARMARTHENSHIRE	31st Oct.	London, A'werp, R'dam, H'burg	
GLENGARRY	1st Nov.	GLENOGLE	29th Oct.
GLENAPP	15th Nov.	London, Rotterdam & H'burg	
		GLENAMOV	End of Nov.
		Genoa, L'don, R'dam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'les
CORDILLERE	—	—	16th Oct.
ANGERS	—	—	30th Oct.
CHILI	7th Sept.	10th Oct.	13th Nov.
PORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBOARD	19th Oct.	22nd Nov.	25th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B Class 1st Class £89.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £62.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. C. P. LECOQ loading for Alger, Oran, Havre, Antwerp, Dunkirk about 10th Oct. and may eventually call at Liverpool, Valencia, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).

Also through Bills Lading issued to Helsingfors, Reval & Riga.

For full particulars apply to: Messageries Maritimes Co.

Telephone Central 740. 3 Queen's Building.

CONSIGNATION. TRANSIT. REPRESENTATION.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers.	From	Expected on/about	Will leave on/about	For
Cerebes	Java	In port	6th Oct.	Muntok, Batavia
Tjisondari	N. China	In port	8th Oct.	Japan
Tjikarang	Java	6th Oct.	19th Oct.	M'les & S'hai
Tjikong	Java	11th Oct.	17th Oct.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 5405. G. 5420. G. 5440.

KAGA MARU (Calling Keelung) Monday, 15th Oct. at 11 a.m.

IYO MARU... Thursday, 4th Nov. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKOZAKI MARU... Tuesday, 9th Oct. at 4 p.m.

HAKUSAN MARU... Monday, 22nd Oct. at 4 p.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU... Sunday, 7th Nov.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU... Wednesday, 31st Oct.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU... Wednesday, 17th Oct. at 11 a.m.

AKI MARU... Wednesday, 14th Nov.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU... Thursday, 1st Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU... Thursday, 25th Oct.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU... Friday, 12th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU... Thursday, 11th Oct.

SHANGHAI, KOBE & YOKOHAMA.

ROZAN MARU... Thursday, 11th Oct.

KAWO MARU... Saturday, 13th Oct.

WAKOZA MARU... Tuesday, 16th Oct.

KATORI MARU... Tuesday, 23rd Oct.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "SURUGA"... Sailing on or about 23rd Oct.

S.S. "BOLTON CASTLE"... Sailing on or about 12th Nov.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "FUIME-L"... Sailing on or about 2nd Nov.

S.S. "DUEBENA D'AOSTA"... Sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "ROSANDRA"... Sailing on or about 4th Oct.

S.S. "VENEZIA"... Sailing on or about 2nd Nov.

S.S. "FUIME-L"... Sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOTI" Sailing from Calcutta on or about 1st Dec.

From Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

This steamer carries freight only.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for Manila, Cebu and Australian Ports.
TAIYUAN	5th Oct. p.m.	10th Oct. at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 35. Agents.

ELLERMAN & STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

Kasama 14th Oct. Havre, London, R'dam & Hamburg.

PASSENGER SERVICE.

City of Karachi 13th Oct. S'hai & Kobe.

City of Karachi 4th Dec. Marseilles & London.

City of Paris 2nd Jan. do.

City of Canterbury 21st Feb. do.

City of York 30th Mar. do.

City of Cairo 18th Apr. do.

FARES TO LONDON.

Single 1st Class A £ 92. B £ 64. 2nd Class A £ 62. B £ 50.

Return 1st Class A £ 151. B £ 147. 2nd Class A £ 108. B £ 93.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD.

CANTON

THE HANK LINE, LTD.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Wingsang	Fri. 5th Oct. at 3 p.m.
RANGKOK via Hoihow Chunsang		Sat. 6th Oct. at 9 a.m.
HAIPHONG via Hoihow Leesang		Sat. 6th Oct. at 10 a.m.
STRAITS & Calcutta	Laisang	Sat. 6th Oct. at 3 p.m.
SHANGHAI via Swatow Waihsing		Sun. 7th Oct. at d'light
BANGKOK via Swatow Chaksang		Tues. 9th Oct. at noon
TTAO via S'hai Yussang		Wed. 10th Oct. at d'light
TIENSIN	Chipsing	Wed. 10th Oct. at noon
SHANGHAI via Swatow Kwongsang		Fri. 12th Oct. at d'light
KOBE & Moji	Fooksang	Sat. 13th Oct. at noon
TTAO via S'hai Tungshing		Wed. 17th Oct. at d'light
STRAITS & Calcutta	Hosang	Thurs. 18th Oct. at 3 p.m.
SANDAKAN	Hinsang	Sat. 20th Oct. at 3 p.m.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday, 18th Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiphong	W. C. Passmore	SUN. 7th Oct. at 10 a.m.
Haiphong	Ellis Walker	TUES. 9th Oct. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 16th Oct.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE to SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

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DAI NIPPON BREWERY

Co., Ltd.

TOKYO, JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

CONSIGNEES.

**ADMIRAL ORIENTAL LINE**

The Steamship

"PRESIDENT MCKINLEY"

having arrived from Manila

P.I. on Sept. 30th Consignees

are hereby notified that their

cargo is being landed at their risk

into the hazardous and/or extra

hazardous godowns of the Hong-

kong and Kowloon Wharf and

Godown Co. at Kowloon, and

stored at consignees' risk.

Consignees of Cargo must pro-

duce an Import Permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damaged

cargo is to be left in the godown

where it will be examined at

10 a.m. on October 6th at the

Company's Surveyors, Messrs.

Anderson and Ashe.

All claims must be presented

within thirty days of the

steamer's arrival here, after

which they cannot be recognised.

No claims will be recognised

after the goods have left the

godowns, and cargo undelivered

on the after Oct. 8th will be

subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

NOTICE.



RICHARD
BONELLI

Call and inspect the latest machine models at
THE BRUNSWICK STUDIO
17, ICE HOUSE STREET

BRUNSWICK
PHONOGRAPHS AND RECORDS

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LEADING FAR EASTERN HOTELS.

HONGKONG:

Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.

SHANGHAI:

Astor House Hotel, Palace Hotel,
Grand Hotel, Kalee.

PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons-Lits, Ltd.

KOWLOON HOTEL

Telephone K. 603 and 609. Cable Address: Kowhotel

THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

Telephone on all Floors.

Daily, Monthly & Family Rates.
Apply Mrs. M. BLAKE.

FIRST CLASS SALOON BAR AND BILLIARD ROOM.

Proprietor: FRANK L. COOKE.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. Palace

Two minutes from Ferry and Railway Station. Five minutes
by Ferry from Hongkong.

A first class Hotel in every respect and under English manage-
ment.

Cuisine under personal supervision of the Proprietor.

Loung Bar and Billiard Room.

Terms moderate.

Special arrangements for families on application to

J. H. OXBURY,
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. Central 373.

Telegraphic Address "VICTORIA"

J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER.

EVERY MONDAY, WEDNESDAY and SATURDAY.

TEA DANCES

TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of

Mr. F. R. Martens.

Telephones in every room.

Telegraphic Address: "EUROPE, SINGAPORE."

Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.

ARTHUR E. ODELL, Manager.

LIKE A
LANDMARK
SIGNIFIED BY YEARS OF SERVICE
THE
CAPSTAN
LABEL
HAS BEEN A DIRECTING SIGN
TO
DISCRIMINATING SMOKERS

W.D. & H.O. WILLS
Bristol & London

EXCHANGE.

Opening Rate: closing Rate on Page 11
SELLING

T/T	2/3 1/2	4 m/s. Marc	51 1/2
Demand	2/3 1/2	4 m/s. France	9 3/4
30 d/s	2/3 1/2	6 m/s. " "	9 3/4
60 d/s	2/3 1/2	Demand, New York	52
4 m/s.	2/3 1/2	T/T, Bombay	17 1/2
T/T, Shanghai	9 1/2	Demand, Bombay	17 1/2
T/T, Singapore	10 1/2	T/T, Calcutta	17 1/2
T/T, Japan	10 1/2	Demand, Calcutta	17 1/2
T/T, India	10 1/2	20 Yokohama	10 1/2
Demand India	10 1/2	Demand, Manila	10 1/2
T/T, San Francisco and New	51 1/2	Demand, Singapore	9 3/4
York	13 1/2	Demand, Batavia	14 1/2
T/T, Java	13 1/2	On Haiphong	14 1/2
T/T, Manila	13 1/2	On Saigon	14 1/2
T/T, France	9 3/4	On Bangkok	8 1/2
Demand, Paris	9 3/4	Sovereign	9 3/4

BUYING	2/4 1/2	Gold and per Tael	43 3/4
4 m/s. L/C	2/4 1/2	Bar Silver	31 1/2
4 m/s. D/P	2/4 1/2	forward	31 3/4
6 m/s. L/C	2/4 1/2	Bank of England rate	3 1/2
70 d/s. Sydney and Melbourne	2/4 1/2	New York/London	4 5/8 1/2

SUBSIDIARY COINS.

Hongkong 50 cent pieces	1 1/2 % p.m.
10	1 1/2 % p.m.
5	1 1/2 % p.m.
Canton sub. coins	1 1/2 % p.m.
Hankow sub. coins	1 1/2 % p.m.

POST OFFICE NOTICES.

GENERAL HOLIDAY

On Monday the 9th Inst. the G.P.O. and the Branch Post Office will be open as follows:—The G.P.O. and Kowloon Branch from 8 a.m. to 9 a.m. only. Branch from 8 a.m. to 9 a.m. and from 5.30 to 8 p.m. Western Baiyingsun Yim-mai & Shanghai from 8 a.m. to 9 a.m. and from 5.30 to 8 p.m. There will be one collection of letters from the pillar boxes and one delivery of ordinary correspondence as on Sunday, and also one delivery of registered correspondence from the G.P.O. at 9 a.m. The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Due.
Manila	Pres. Wilson	6th Oct.
Australia & Manila	Taiwan M.	6th
Shanghai	Yin-chow	6th
Straits	Torilis	6th
Japan	Awa M.	7th
Bombay	Lucow	7th
Shanghai	Hak-tai	9th
Japan & Shanghai	Kao M.	11th
Manila	Kiyao	11th
London (Parcels 5th Sept.)	Pado M.	11th
Japan	Pres. Jefferson	14th
U.S.A., Canada, Japan & Shanghai		14th

OUTWARD MAILS.

For	Per	Date.
Manila, Sardak, Australia & New Zealand via Thursday Island	Aratua	6th Oct. 5 p.m.
		7th Oct. 5 p.m.
		8th Oct. 5 p.m.
		9th Oct. 5 p.m.
		10th Oct. 5 p.m.
		11th Oct. 5 p.m.
		12th Oct. 5 p.m.
		13th Oct. 5 p.m.
		14th Oct. 5 p.m.
		15th Oct. 5 p.m.
		16th Oct. 5 p.m.
		17th Oct. 5 p.m.
		18th Oct. 5 p.m.
		19th Oct. 5 p.m.
		20th Oct. 5 p.m.
		21st Oct. 5 p.m.
		22nd Oct. 5 p.m.
		23rd Oct. 5 p.m.
		24th Oct. 5 p.m.
		25th Oct. 5 p.m.
		26th Oct. 5 p.m.
		27th Oct. 5 p.m.
		28th Oct. 5 p.m.
		29th Oct. 5 p.m.
		30th Oct. 5 p.m.
		31st Oct. 5 p.m.

JAPANESE EARTHQUAKE
DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places:—

Hongkong General Chamber of Commerce.

Hongkong & Shanghai Bank-
ing Corporation.

Chartered Bank of India

Australia & China.

Mercantile Bank of India.

International Banking Corpora-
tion.

Netherlands Trading Society.

Yokohama Specie Bank.

Hongkong Club.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order

D. K. BLAIR,

Secretary,

Hongkong Relief Committee.

Hongkong 10th September, 1923.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "TAIYO MARU"

Voy. 12-WEST

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS

& MANILA.

The above named Steamer hav-
ing arrived on Friday 5th Oct.,
1923, consignees of cargo are
hereby notified to present their
Bills of Lading for counter-
signature, and take immediate
delivery from alongside steamer
or the Company's Godown, where
all cargo remaining immediate
discharge will be landed at
consignee's risk.

Stores will be assessed on
cargo remaining undelivered
after Friday, 12th October 1923.

All broken, chafed and dama-
ged packages will be landed into
the Company's Godown, where
same will be examined on Friday,
13th October, 1923 at 10 a.m.

No claims will be recognised
after goods have left the steamer
or Godown, and none will be
entertained if presented later
than three weeks after arrival of
steamer.

No fire insurance, whatever
will be effected.

Y. TSUTSUMI,
Manager.

ENTERTAINMENTS.

FOR CORONET ANNOUNCEMENT
SEE PAGE FOUR

There is

A Programme to be Proud of
TONIGHT AT THE STAR

VIOLA DANA

CINDERELLA'S TWIN

BUSTER KEATON

"COPS"

and
VODAVIL

USUAL PRICES

Wednesday, 3rd. to Saturday, 6th. Oct. at 5.15 & 9.15 p.m.

REALART SUPER PICTURE
in 7 parts

Soldiers of Fortune

with an an Extraordinary Cast

The Story Deals with The Exploits of a Party of Civil
Engineers in South America.

THRILLING-ADVENTURE EXCITEMENT-ROMANCE & BIG SCENES

Admission:—5.15 p.m. ... 80 cts. & 50 cts.
9.15 p.m. ... \$1.20 & 90 cts.

Booking at the Theatre

Wm. POWELL Ltd.

(Hongkong Hotel Buildings.)

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TAILORS and BREECHES MAKERS

EVENING WEAR

LOUNGE and SPORTING SUITS.

A SPECIALITY.

THE HONGKONG JOCKEY CLUB

THE Fourth Gymkhana Meet-
ing will be held (weather
permitting) at Happy Valley on
Saturday 6th. and Monday 8th
October 1923, commencing 3.15
p.m. each day.

The charge for admission to the
Public Enclosure will be \$1.00

Soldiers and Sailors in uniform
half price.

Members are advised that they
must show their badges to obtain
admission to the Members' En-
closure.

Each member has the right of
introducing 2 non-members to the
members' enclosure, tickets for
whom can be obtained from
Messrs. Linstead & Davis at
\$5.00 each up to Friday Oct. 5th.

The Stewards invite the
ladies of Hongkong to be present!

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

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At 2.30 p.m.

Specialist is the Valuation of
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